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Vol 21 #1

ATLANTIC FISHERMAN

VOL. XXI

Registered U. S. Patent Office
FEBRUARY, 1940

NO. 1-17

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74,770 HOURS OPERATION
24 YEARS *Active* SERVICE

THE FIRST marine Diesel built by Atlas was installed in the ferry boat "MERCER" of Seattle in 1916 and has piled up a total of nearly 75,000 hours of operation in the 24 years that this vessel has been in service—a convincing demonstration of the *reliability* that has always been built into Atlas Diesels.

Commenting on the record of this engine, Lester Lowrie, Chief Engineer of the "MERCER" says: "Reliability? Well, we've never missed a trip from the Atlas engine failing to start. The old devil has done fine. Twenty-four years is a long time to give good service. For sustained service and hard work over a long period of years, you can't beat the Atlas Diesel. These slow turning Atlas Diesels are bound to have a much lower maintenance cost than the faster turning engines. That's obvious to any engineer."

Mr. Lowrie's comments substantiate our oft repeated contention that for reliability, long life and low maintenance, there is nothing like a slow speed, heavy duty Atlas Diesel.

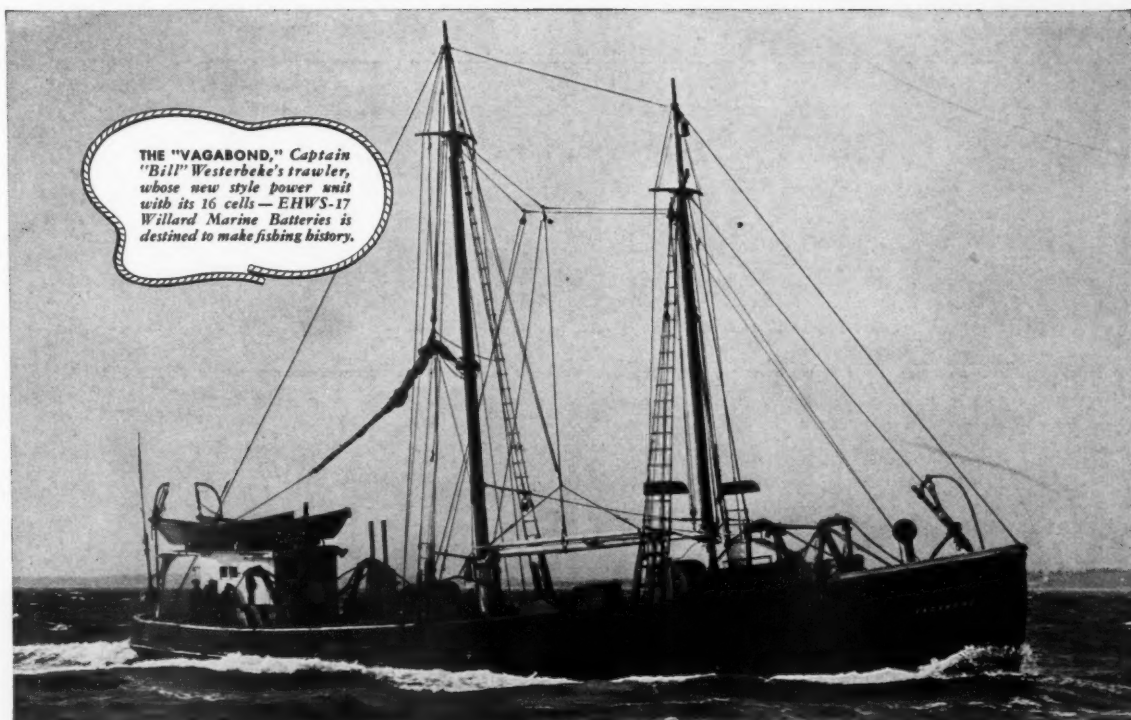


ATLAS IMPERIAL DIESEL ENGINE CO.

EASTERN DIVISION 115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION 228 NO. LA SALLE STREET, CHICAGO, ILL.

◆ SOUTHWESTERN DIVISION: 5726 NAVIGATION BLVD., HOUSTON, TEX.
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ATLAS *Imperial* DIESEL ENGINES



No "land-lubber" batteries for the re-powered "Vagabond"

● Vital units of the "Vagabond's" new power plant are the Marine batteries provided by Willard for the quick, dependable starting of the new engines.

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That's why hundreds of skippers are forsaking "land-lubber" batteries and demanding real "sea-going" Willards that are *designed* for the severe strain of fishing service.

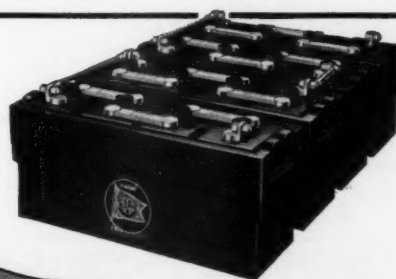
No matter what you use batteries for—there's a Willard Marine Battery built to fit your needs. Protect your vessel, and your profits—install long-lasting Willards that **COST LESS TO OWN.**

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WILLARD DUAL RUBBER GIVES YOU TWO-WAY PROTECTION

1. RESISTS PLATE WEAR. Higher current demands aboard modern boats result in constant charging and discharging that loosens the active material in the positive plates. Willard's new Dual Rubber holds the active material in place—maintains the battery's capacity and lengthens its life.

2. RESISTS INSULATION WEAR. Engine vibration, plus the roll of the boat, causes constant rubbing and chafing that soon wears holes through ordinary insulators. Dual Rubber Insulation withstands rubbing and chafing—guards against short circuits.



Willard Marine Batteries

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BIG HAULS?

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tougher bethanized Trawler Line

When seas are high and drags on your line are heavy, it pays to use bethanized Trawler Line. Made by the patented electrolytic bethanizing process, this line has two big advantages over ordinary hot-dip galvanized wire rope in greater toughness and corrosion resistance.

Bethanized Trawler Line is *tougher*, because no heat is used in the electrolytic method of applying the heavy zinc coating. The fatigue strength of bethanized line is equal to that of bright wire rope, and considerably greater than the fatigue strength of hot-galvanized wire rope.

Bethanized Trawler Line has *greater resistance to corrosion*, because the zinc coating applied by bethanizing is heavier, more ductile

and more uniform than the coating obtained by hot-dipping. A greater weight of zinc can be applied electrolytically, with the resulting protective coating uniform in thickness around each wire. Also, the pure, ductile zinc is bonded directly to the steel with no brittle intermediate layer of zinc-iron alloy, eliminating the possibility of the coating flaking or cracking.

When the going is heavy, bethanized Trawler Line will stand up better. Put some of this tougher, more durable line to work for you, and convince yourself of its longer life under severe service conditions. For information on prices, strengths and deliveries of this money-saving trawler line, write Bethlehem Steel Company, Bethlehem, Pa.

BETHLEHEM STEEL COMPANY



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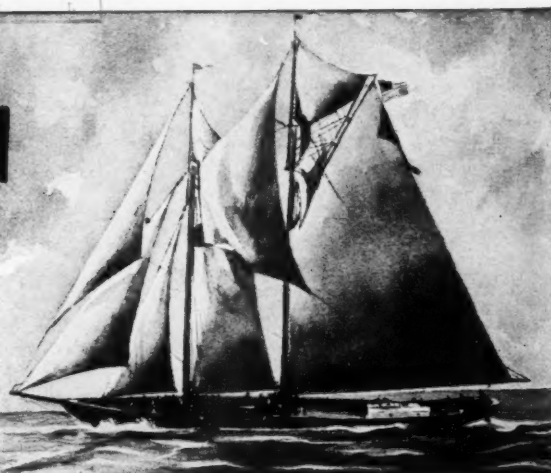
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XXI

FEBRUARY 1940

NO. 1

Why Shouldn't States Advertise Fishery Products?

THE above is the title of a Bulletin issued by Dr. Lewis Radcliffe, Director of the Oyster Institute of North America, with a quotation from Ben Gibbs, Associate Editor of *Country Gentlemen*, who says:

"Approximately \$2,500,000 annually is now being spent by 12 States in advertising their farm products. As well as advertising-wise, this carries considerable significance agriculturally. For one thing, it indicates that the business of farming at last has taken the bit in its teeth and is pulling after sales." Products advertised include apples, blueberries, citrus fruits, corn, dairy products, ducklings, onions, peaches, potatoes and two fishery products—lobsters, scallops (Maine). Last year Florida expended about \$850,000; California \$866,000; New York ranks third and Washington fourth with \$250,000. The whole movement is bringing about better inspection and standardization of farm products, and both consumer and farmer profit from this bit of progress.

If 12 States could profitably expend \$2,500,000 in advertising farm products last year, is it too much to expect States whose fisheries are highly important should not be able to provide at least \$250,000 annually to advertise their fishery products? If Maine finds it worthwhile to advertise its lobsters and scallops, why should not other States advertise their fish and shellfish?

Virginia will include fisheries in her 1940 State advertising. It is to be hoped that other States will advertise their fishery products.

Seafoods vs. Medicines

"One sure way to end the American people's susceptibility to infection" says a nutrition authority, "is to supply through food a balanced ration of iron, copper and other metals. An organism supplied with a diet adequate to, or preferably in excess of, all mineral requirements may so utilize these elements as to produce immunity from infection quite beyond anything we are at present able to produce artificially. You can't make up the deficiency by using medicine."

The richness of seafoods in calcium, iron, copper, phosphorus and other elements is essential to good nutrition.

But people do not eat food for its nutritive value only. It must appeal to the eye, nose and palate. It must be attractive, tempting and tasty. Seafood meets all requirements of nutrition and appeal, and offers an almost inexhaustible variety of species and methods of preparation for selection by robust or jaded appetites.

National Fish and Shellfish Week

In 1938, an epoch was set in the industry by the observance from Oct. 2-9 of a National Fish and Shellfish Week. Its

continuance would serve to stimulate the buying of seafood products all over the country, and give purveyors of seafood an excellent opportunity to promote the sale of, and acquaint people with the virtues of, fish and shellfish.

A reader writes: "In the parade of 'Weeks' unfolding during this year of 1940, with 'canned salmon week' prominently featured during the Lenten period in February, conspicuous by its absence from a line-up of such weeks as 'Swim Week', 'Be Kind to Animals Week', 'Hobby Week' and other weeks, is 'National Fish Week'.

"For the fish industry by and large the calendar of 52 weeks is a mighty cold deck, with the cards stacked against it by other progressive industries setting aside one week of the year for 'shoes, ships and sealing wax, cabbages and what-nots.'

"Almost every industry save the fish industry has a special week on which national interest is lavished by means of adroit advertising and sales promotion. So why should not 'National Fish Week' take its place as one of the 52 weeks.

"Certainly, the fish industry in its manifold branches and ramifications is sufficiently articulate to be able to call vociferous attention to the importance of fish in the daily diet.

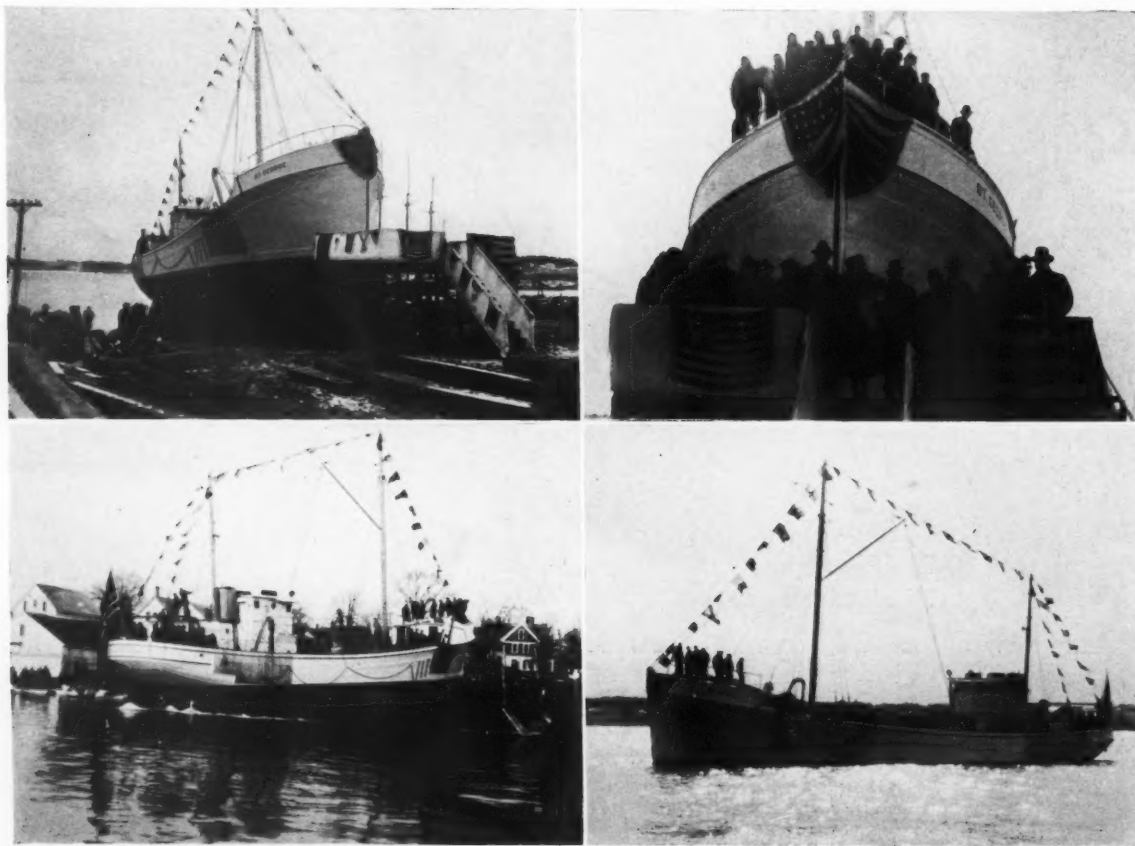
"'Fish Week' furthermore may be well organized and given a break-down into a seven day period, with each day standing for an important phase of the industry,—an 'Eat More Oysters' day for instance, or 'Concentrate on Crabs',—while other well known denizens of the deep, such as scallops, clams, or shrimp will rise to the top to be Kingfish for a day. And the many purposes of the greatest of human foods may be highlighted during the week of seven days.

"Many industries less important and much smaller than that represented by the fishing interests, seafood buyers and fish dealers of the nation, have a week of their own, ably promoted through national channels. There's 'Candy Week', and 'Donut Week', and 'Apple Week',—some weeks lasting even a long time, as for example 'National Iced Coffee Week'.

"This latter was swelled from its weekly proportions of June 25th to July first last year by the slogan: 'Iced Coffee is Swell All Summer Long', while little polar bears carried out the motif. And fish is a year-round food.

"Build-ups for greater business with the entire industry—distributor and dealer channels—plugging fish every day, can take numerous forms in the preparation and use of material that will cause greater consciousness to be centered on the eating of Fish For Health, Fish for Pleasure—or the very Necessity of Fish in a Well-Balanced Diet."

Could not all the seafood producing States cooperate in the furtherance and perpetuation of a National Fish and Shellfish Week?



Views of the trawler "St. George" before launching, the launching party, the vessel hitting the water, and riding gracefully.

"St. George" is a Noteworthy Addition to N. E. Fleet

THE trawler *St. George* which will hail from Tenants Harbor, Maine, and is owned by Capt. Clyson J. Coffin of Quincy, Mass., and a native of St. George, Maine, was launched at the Snow Shipyards, Rockland, on Thursday forenoon the 25th of January, and was sponsored by the Captain's wife, Ethel L. Coffin.

This boat is 110 ft. over all, 23 ft. in beam and draws approximately 11 ft. She is constructed throughout of the highest grade material and with the best of workmanship and is the first wooden trawler to have been built on the Atlantic Coast under specifications, classification and supervision of the American Bureau of Shipping. She carries class A1E rating which is the same as given steel trawlers.

The hull is "salted" in the manner of the best tradition of old-time shipbuilding, 180 bushes of salt having gone into her frame spaces, and she is treenail fastened throughout.

The deck houses are of welded steel construction, properly insulated and finished inside with Weldwood, a waterproof plywood.

The pilot house holds not only the complete navigating equipment but also the Captain's stateroom with tiled toilet and washroom, closets, etc.

There is a seven inch Kelvin-White spherical, shelf type, compass with dual lighting; a Bludworth Standard Arrow Model direction finder with full-vision, vertical reading card, outside water proof loop and ceiling suspension mounting; and a Marine Radio Service, Inc., Seaphone, radio telephone of 125 watt size, with crystal-tuned receiver and speech compression transmitter. All this equipment was furnished by Kelvin-White Co., Boston.

Also an Edson trawler type geared drum reduction type

steering outfit complete; a Submarine Signal Co. Fathometer, with the usual barometer, "Indoor-Outdoor" thermometer, chart table, etc.

Below, forward, are quarters for 10 men which, with the galley, are located between the collision bulkhead and the first of two water-tight diagonal laid bulkheads. These quarters are finished in cypress and contain adequate clothes lockers, drawers, etc. for the 10 men and the galley is furnished with a refrigerator room, flour bin, dressers, sinks, provision lockers, drawers, etc., and a Shipmate coal stove.

The fish hold with capacity for 180,000 lbs. of iced fish is located between the first and second watertight bulkheads.

For fishing equipment on deck, the *St. George* has "New England" winch, bollards, gallows frames and leads. The winch is driven from the main engine by Twin Disc clutch.

The fishing nets, doors, etc. are the product of Westerbeke Fishing Gear Works, and the hauling and towing cables are Roebling.

The boat has two masts with three triangular sails, a jib and two others, one of which runs up the foremast on galvanized track, and the other to be used on after mast for steady-ing in a seaway. All running rigging and dock lines are "Columbian".

The main propelling engine is a Fairbanks-Morse Model 37E12, 5 cylinder, 2 cycle, 500 hp., 400 rpm., 12 x 15, direct reversing; there is a 40 hp. F-M auxiliary and a 20 kw F-M tail shaft generator, also F-M motor driven pumps, and a "Briggs" Clarifier is installed to handle the lubricating oil. A set of 56 cell MVA "Exides" take care of the storage battery question. The Snow Shipyards built the switchboard which covers all requirements of American Bureau Standard and include switches so arranged that when in dock, land current may be carried through to operate all equipment.

The propeller is a "Hyde", 68 inch of Bronze, driven through a 5½ in. diameter Tobin Bronze shaft with Goodrich cutless rubber stern bearing.

"Vagabond" Repowered

High Speed Diesels and Reduction Gear

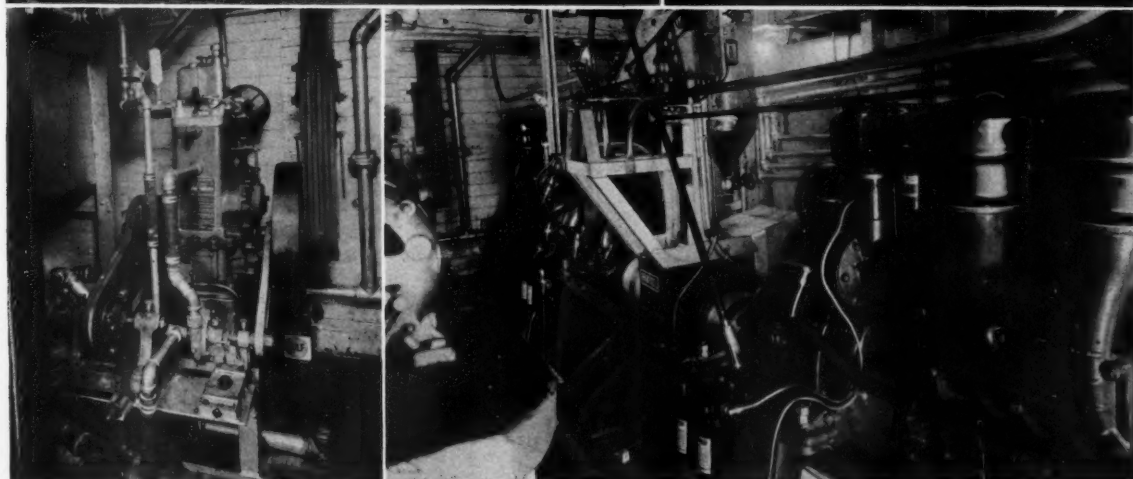
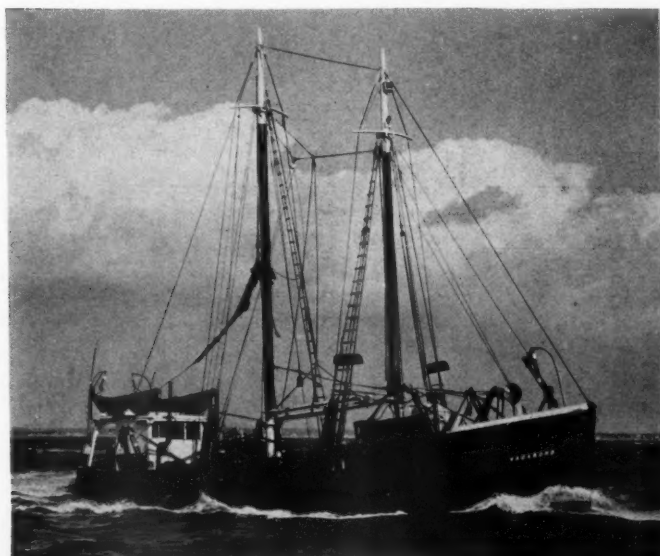
CAPTAIN Westerbeke's *Vagabond* has been completely repowered at the Hathaway Machinery Company in Fairhaven, Mass. A Farrel marine reduction gear permits the use of two, compact, high speed Diesels on the vessel's single screw, and saves approximately 16,000 pounds of engine room weight. Capt. Westerbeke says that, although power and speed have been increased, fuel consumption has not increased proportionately due to increased efficiency. Engine spares are cheaper to buy, easier to carry and quicker to install. In fact, all but major repairs can now be made at sea simply by uncoupling one engine from the gear and continuing to fish with the other, which will drive the boat at about three-quarter speed.

Engines selected to drive the vessel are two Gray Marine Diesels, developed and built by General Motors and adapted for marine drive by Gray. Each is rated at 135 hp. at 1600 rpm. They are placed in tandem with the Farrel gear between and drive through Twin Disc clutches and Morse flexible couplings. For twin operation both throttles are locked together to

synchronize speeds for pilot house control, but can be unlocked instantly for individual operation by the engineer. On what would conventionally be the "forward" ends of each engine are power take-offs, also fitted with Twin Disc clutches. These drive a jack shaft connected to a wash-down pump and Curtis compressor. Both engines are fitted with Burgess mufflers. Auxiliary power is furnished by a 7½ hp. Stover, single cylinder Diesel, which operates the fish hoist on deck and is also connected to a generator, general service pump and compressor for the air whistle.

Willard 32 volt marine batteries are used for engine starting. A Brown pyrometer from the previous installation now records exhaust temperature for both new 6-cylinder propulsion engines. Similarly, a Sentinel fuel filter has also been retained. Grimsby nets are used.

The *Vagabond* is a ship of approximately 70 gross tons with the following principal dimensions: L.o.a 86.0 ft.; beam 19.1 ft.; draft 8.6 ft. She carries a normal crew of nine and has a fish capacity of 85,000 pounds. This fish capacity is considered sufficient and the extra carrying capacity made available by the use of Farrel gear drive has been used for extra fuel storage. Her fishing (cruising) range has thus been increased by 25%.



The "Vagabond", skippered by Capt. Peter Ryan; at right, her owner, Capt. William E. Westerbeke of Boston. Lower left: Stover auxiliary Diesel. Lower right: the two Gray marine Diesels and the Farrel-Birmingham reduction gear.



Engine room view of the "Maryland" showing Atlas Imperial Diesel engine, Hill auxiliary and Wolfe & Mann switchboard.

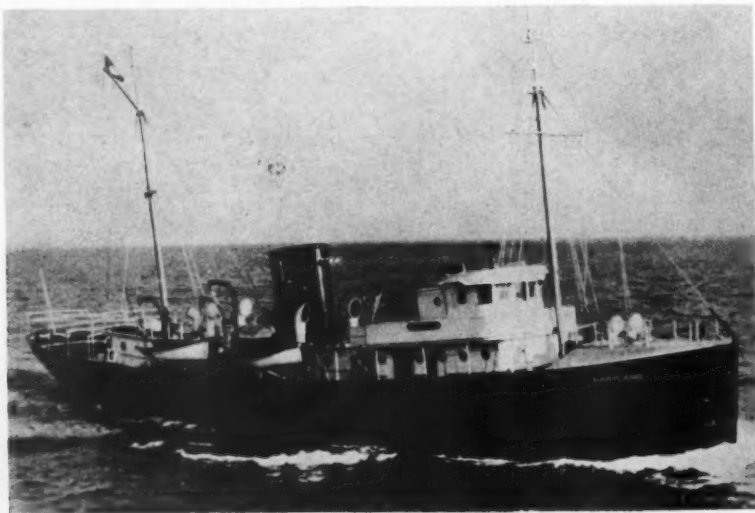
Pilot Boat "Maryland" Converted

THE *Maryland* is one of two ships owned by the Association of Maryland Pilots, which consists of forty-two member Pilots. The vessels are alternated in active service periods of approximately five months so that one is always on duty while the other is laid up for overhauling and routine maintenance, after which it is available for emergency stand-by service. During each term at sea the ship cruises slowly off Cape Henry to place pilots aboard incoming ships and take them off those outward bound.

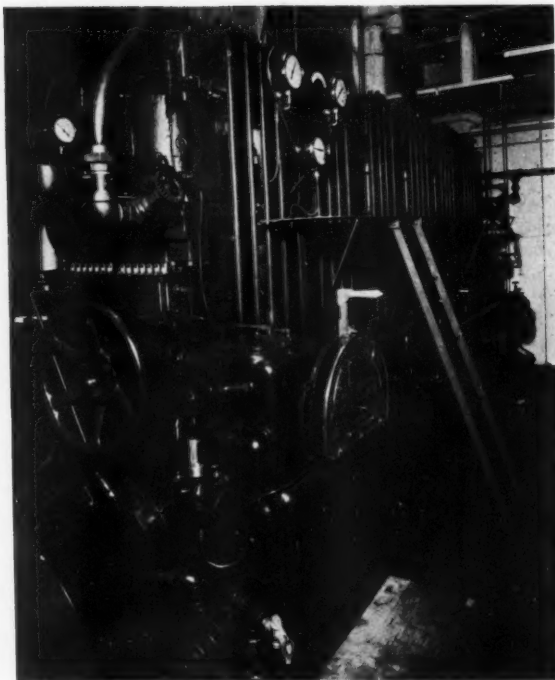
The *Maryland* was originally designed as a steam trawler in 1918, intended for delivery to the French government. After the armistice was signed work was suspended and the boat was not finished until 1922 when she was purchased for her present service and completed by Todd Shipyards Corp. Principal dimensions are: l.o.a. 140 ft.; beam 25 ft.; and draft 12 ft. with a displacement of 398 gross tons. Obviously, trawler lines are particularly well suited to coastwise cruising in all conditions of weather and sea.

The contract for conversion was awarded to the Baltimore Marine Repair Shops under the supervision of O. C. Chapman, Naval Architect, and the order for machinery was placed with the Fleck Engineering Company, also of Baltimore.

The main propulsion engine selected is a heavy-duty, 6 cylinder Atlas Imperial Diesel rated at 600 hp. at 300 rpm. It is directly connected through a Kingsbury thrust bearing to an 82 in. by 52 in. three blade Columbian bronze propeller.



The Pilot boat "Maryland".



The Atlas Imperial Diesel engine in the "Maryland".

Engine-mounted auxiliaries include a Weston electric tachometer, Purolator and Cuno filters for lubricating and fuel oil, respectively, and a Madison-Kipp lubricator for the cylinder walls, as well as the customary pumps, pressure gauges, etc. Exhaust temperature is registered by an Alnor pyrometer. Auxiliary power is supplied by two, 20 kw Hill Diesels mounted on Korfund steel spring Vibro-Dampers. These units, turning at 1200 rpm., drive 115 v. DC General Electric generators. Floating on the line are 110 V., 450 amp/hd Prestolite marine type batteries. Both main and auxiliary Diesels exhaust through Pennsylvania flexible tubing into Maxim silencers. Also, both are served by a Goulds Hydroil for oil purification. In addition to Cuno fuel filters on all three engines there is a similar unit at the outlet of the day tank. A motor-driven Viking pump is used for oil transfer from the 13,000 gallon tanks. Two Liquidometer tank gauges give constant remote readings of fuel supply. A larger Viking pump serves bilge, fire and general service lines. Fresh water cooling is supplied by a Ross heat exchanger, which is fed salt water by a 3 in. Weinman reversible centrifugal pump, belt-driven from the tail shaft. In addition to the regular engine-mounted air compressor there is a motor-driven Curtis compressor to supply starting air to six 24 in. x 84 in. Scaife tanks mounted forward of the engine room bulkhead.

The Smola electric steering gear is of particular interest. The cable drum is motor-driven through a system of gears and may be operated at the wheel or by push buttons on either wing of the bridge. On trials only 15 seconds were required from "hard over" to "hard over". For emergencies steering can be changed to manual control quickly and simply by locking the hand wheel to its shaft.

With the new Diesel a very satisfactory trial speed of 12.5 knots was attained by the *Maryland* at rated engine speed of 300 rpm.

Great Lakes Have New Fishermen's Association

PRELIMINARY work on the new Michigan fishermen's association, which was started last July, has been completed and the actual organizing of the remaining districts that will make up the association is in prospect for the near future.

The organization, known as The Michigan Fish Producers' Association, will be open to all Michigan fishermen irrespective of the type of gear they use, or the location in which they operate.

In order to make the new Association absolutely representative in every detail, it will be organized in ten districts. Each district will elect its own officers, a president, secretary-treasurer and a councillor, and operate as a distinct unit under a charter from the State association. The president and secretary-treasurer will be the leaders in the district, while the councillor will be the District's representative on the State Board of Directors.

As nearly as possible the Districts have been set up to include producers who operate the same types of gear, under similar conditions, and therefore, have the same common problems.

One of the features of the new Association is a provision in its Constitution and By-Laws which provides that problems concerning the Lake Michigan fisheries will be voted upon only by the Districts operating on that lake.

The Michigan Fish Producers' Association is being organized to promote the development, conservation and protection of the Michigan commercial fishing industry.

No Further Concessions to Lake Michigan Fishermen

Manitowoc and Two Rivers commercial fishermen were awaiting favorable weather to remove \$3,000 worth of outlawed gill nets from Lake Michigan under supervision of State Conservation wardens.

The nets, which have a mesh of 2½ inches, were banned by a Conservation Department order effective Jan. 1. They had been in the lake since Dec. 29, and the Conservation Commission's action in extending the deadline date was believed to be a result of a decision in municipal court Jan. 12 in Fond du Lac, in which a replevin suit against the State Conservation Commission was dismissed by agreement.

As a result of the court action, Albert Jeffery, Manitowoc commercial fisherman, had \$500 worth of fish and equipment seized by the Conservation Department, returned to him.

Except for permitting fishermen to remove their nets under Commission supervision, the Department declared it would enforce the new rule and make no further concessions to Lake Michigan commercial fishermen. H. W. MacKenzie, director of the State Conservation Commission, said that the new regulation of the Commission will be enforced to "the full extent."

Commercial fishermen operating in Green Bay continue under the protection of a circuit court order which temporarily restrained the Commission from enforcing the new mesh regulations in those waters.

Carp for Eastern Markets

H. H. Sanford last year seined about 250,000 pounds of carp from the Wolf river for Eastern markets under the supervision of the State Conservation Commission. It marked Sanford's sixth year of operations out of New London. The fish are transported by trucks equipped with aerating tanks, which carry 20,000 pounds a load, to Philadelphia in 45 hours. Sanford employs from five to eight men in his operations.

New Tug Delivered

William Sellman, prominent Lake Michigan fisherman, recently accepted delivery of a new fishing tug from the Sturgeon Bay Boat Works.

Largest Catches of Trout Ever Reported

Some of the largest catches of lake trout in the history of

commercial fishing were made by Michigan producers operating in the Northern end of Lake Michigan when the season opened on trout, November 15, after being closed for a month during the spawning period.

The individual record was set by James Martin of St. James, Beaver Island, who reported catches of nearly eight tons in one lift. Several tons at a time were common catches for many tugs.

Fishermen believe that two reasons—first, the unusually warm Fall weather, and secondly, ideal fishing weather—were responsible for the tremendous catches. It is believed that the warm Fall weather, and the resulting higher lake temperature, retarded the spawning of the fish leaving a large percentage on the spawning grounds when the season reopened. This, coupled with ideal weather that permitted daily trips to the fishing grounds, made the record-breaking catches possible.

Lake Erie Fishermen Reap Good Harvest of Whitefish Spawn

A bumper harvest of whitefish spawn taken from Lake Erie waters has been reported by officials of the Ohio Conservation Department. Whitefish, which have been comparatively scarce in Ohio for a number of years, returned in increasing numbers in 1939. The Fall spawn season occurred during an exceptionally fine period of weather and fishermen were able to operate without interruptions. More than 3,600 quarts of spawn were produced for use in the hatcheries. The take of spawn in 1939 was almost double that of a year ago, and the best in any of the past five years.

Chrysler Installations

The Wiinikka Boat Works of Chassell, Mich., recently installed Chrysler "Crown" marine engines, with 2½ to 1 reduction gears and extra large propellers, in fish boats owned by Jansen Bros. of Copper Harbor, and John Wiita of Gay, Mich.

Smelt Runs Are Problem for Commercial Fishermen

Each Spring, commercial fishermen on Lake Michigan and the waters leading to it have been complaining about the menace of smelt, the kind of fish that is said to have the Belgian hare beaten when it comes to propagation, for millions of pounds of smelt come to life each Spring. In Green Bay alone, in 1939, over 1,000 tons of smelt were harvested during the Spring spawning runs. Long a nuisance to commercial fishermen, smelt are now to be made useful, so that it may pay to bring them in.

One outlet for smelt was recently discovered—food for the large fox farms with which Wisconsin is dotted. One fox farm operator, Jack Whitney, of Escanaba, Michigan, reported recently that he expected to buy about 4,000,000 pounds of smelt for his mink farms, some of this food to go to other farms of this kind in Northern Wisconsin and Michigan.

Another use for smelt, besides human food when this type of fish is canned, is in the production of dog food, of which larger quantities are canned each year. Some manufacturers tried to use smelt for the making of fish pastes, but foreign fish paste makers undersell American factories and this had been found impractical, due to the cost of the domestic product when processed. However, it is possible that when shipments from foreign countries stop entirely, smelt may be used for the production of fish paste, commanding a higher price than did the foreign paste when it was available.

University professors have made a study of possible uses for smelt, as, when left in Lake Michigan and Green Bay waters, they become a menace to other, more desirable fish such as lake trout and whitefish, there being danger of the latter's extermination by the smelt. One professor, who has been very active in the study of smelt is Dr. Charles W. Creaser, of the Department of Biology at Wayne University, Detroit. In discussing smelt, Dr. Creaser said: "Smelt are a nuisance to commercial fishermen. Their nets are filled with smelt and often they have to come in without catches of other fish. It is difficult to utilize the great amounts of smelt available and they command a comparatively low price commercially. The only solution is to find new uses for this kind of fish."

Virginia

Fish Supply Plentiful In Spite of Cold and Ice

DESPITE below freezing weather for practically a month, February opened in the Tidewater area with a plentiful supply of fresh fish. Trawlers from the Gloucester fleet were important factors in keeping the finny commodity moving in spite of the fact that many of the sturdy craft came into port coated with ice.

Porgies, trout and sea bass are the prevailing fish on the market at the present time. They are bringing good prices, according to local dealers.

The oysters are not as plentiful. Considerable difficulty was encountered by the tongers of James River in getting oysters from the ice coated waters.

Over the week-end of January 27th much of the seafood activity was suspended when a heavy blanket of snow and freezing temperatures combined to make fishing or oystering dangerous.

Measures to Protect Shad Outlined

Shad fishermen and county officials from all sections of Tidewater Virginia poured into the shad conservation meeting, called by the Commission of Fisheries recently at Newport News, and flooded the administrators with data and suggestions.

Because of the unexpectedly large attendance of 400 watermen, and the lack of time for covering the proposed conservation program, Commissioner G. Walter Mapp appointed a committee of 11 fishermen to meet to further talk over the problem of shad depletion.

At this meeting practical measures for the curtailment of net fishing in Virginia to permit greater reproduction of shad and other species were agreed upon.

Measures recommended were as follows: (1) Limitation of future fishing licenses to the number (4,160) operated in Virginia in 1939; (2) increase of the required distance between established fishing pound nets and stake gill nets gradually from 300 yards to 500 yards, permitting no new licenses to be issued for nets less than 500 yards apart; (3) prohibition of haul seines across the mouth of any creek or between fish pound devices within 500 yards from any established stake gill net or fish pound; and (4) shortening of the open season for catching shad from June 1 to May 25. The shad season at present opens Oct. 15 and closes June 1.

The committee agreed that the fishing reforms should be arrived at through legislative enactment if possible, but if not by that means, then by action of the Commission of Fisheries.

The ten fishermen attending the meeting decided that no person now fishing should be licensed to fish more fishing devices for salt water fish during 1940 than he was licensed for during the previous year (not including eels, carp, catfish or any other predatory fish).

Newcomers who wish to engage in net fishing on a bona-fide independent basis should be assigned to existing locations which can be found under the new rule requiring 500 yards clearance between devices.

War Department Repeals 200-Yard Limit

Secretary of War Harry H. Woodring has approved a revision of army engineers' regulations which omits the prohibition against the placing of fish-net stakes within 200 feet of any shoreland, it was announced from Washington.

Hearings on the much-debated regulation were conducted by the army engineers in several Virginia communities during the Fall, and evidence of many fishermen and their representatives was taken to prove the law a hindrance to fishermen.

Increased Market Seen for Virginia Clams

O. G. Willits, purchasing agent for the Campbell Soup Company, has written Commissioner of Fisheries G. Walter Mapp, to make inquiries concerning the cost and weight of Old Dominion clams.

In investigation revealed that the bushel measure by which clams are sold in Virginia is almost one-fourth of a bushel

larger than that used in New Jersey and other States, which employ a fish-basket in measuring the bushel size. Mapp commented that he was investigating this subject with other States and would ask the Legislature of Virginia to set up a new standard measure for clams in line with the other States, as well as to reduce the size of the oyster measure by a half-inch.

Maryland Boats Buy Virginia Oysters

Two trucks from Crisfield, Maryland, were in Virginia recently shucking stock oysters for the Maryland market, where the oyster supply has been largely cut off by the recent freeze-up.

More oysters have been shipped from Chincoteague to the South this season than ever before in the history of this Eastern Shore community. Hampton, another big oystering center, has enjoyed a steady demand which has taxed tongers and shuckers to keep up with it.

The packing houses of W. J. Adams, C. Ray Jester, and J. G. Taylor Company at Chincoteague, have increased their capacity this Winter to take care of their business.

To Standardize Sizes of Saleable Fish

The Virginia Commission of Fisheries will seek to increase the minimum saleable size of blue fish, rock, croakers, and hog fish as a conservation measure at the current session of the General Assembly.

Uniform measurements have been agreed upon by the Virginia Commission in cooperation with the Maryland and North Carolina bodies. Amendments bringing Maryland and North Carolina into line will be submitted to the legislatures of those States when they meet in 1941.

Present standards in the three States are as follows:

| Species | Va. | Md. | N. C. |
|-----------------|-----|-----|-------|
| Trout | 9 | 9 | 9 |
| Blue Fish | 8 | 10 | 10 |
| Flounder | .. | 9 | 9 |
| Rock | 10 | 11 | 12 |
| Croaker | 7 | 8 | 8 |
| Spot | 6 | 7 | 7 |
| Red Drum | 12 | 12 | 12 |
| Hog Fish | 6 | 8 | 8 |

The lengths recommended by the Tri-State Commissioners are trout, 9 inches; blue fish, 10 inches; flounder, 9 inches; rock, 11 inches in Virginia until ratified by Maryland and North Carolina and 14 inches if passed by them; croaker, 8 inches; spot, 7 inches; and hog fish, 8 inches.

The measurement is from the snout to the fork of the tail except for flounders and croakers, which are measured from snout to edge of tail.

Will Teach Students State Has Seafood Resources

Students in Virginia's elementary schools will be given an insight into the fisheries resources of the State in coming years by means of a unit of instruction just completed by two Tidewater county school superintendents.

The two educators will confer with Commissioner of Fisheries Mapp on the results of their study, and the unit will then be submitted to the State Department of Education. The Commission has requested an appropriation of \$1,000 in the next State budget for the publication and distribution of the teaching unit.

Would Create Diamond-Back Terrapin Industry

The Commission of Fisheries has requested the U. S. Bureau of Fisheries biological laboratory at Beaufort, N. C., to double the allotment of 2,000 young diamond-back terrapin which Virginia received last year.

Commissioner Mapp, in a letter to Dr. H. F. Prytherch, director of the station, has asked for specifications for a terrapin hatchery, at which the Virginia Commission would grow terrapin in larger quantities for this State.

The 2,000 which were "planted" in Tidewater last year are thriving and have created a demand among watermen for more "plantings." The young diamond-backs are protected by law until they reach legal size. This season's brood at the Beaufort hatchery numbers 14,140, most of which will be released in the Spring in Bays and Sounds along the Atlantic.

Maryland Oystermen Hit By Severe Cold Wave

By Edward Bowdoin

THE worst freeze-up on the Chesapeake bay in five years was experienced during the middle and last of January. Boats were unable to move from their mooring. The Coast Guard, State, and Federal ice-breakers were working continuously. Some of the daring captains left Crisfield and brought back cargoes of oysters. They were repaid for their hardships as oysters in the shell sold for \$1.25 a bushel in Crisfield harbor. Large quantities of oysters were also brought by trucks from the seaside. The packers have succeeded in securing enough stock to supply their demand.

"Janett" Docks With Large Cargo

The *Janett*, a 74-foot fishing trawler, commanded by Capt. B. F. Fisher of Hampton, Va., docked at Ocean City, Md., with the thermometer hovering near the zero mark. She carried more than 225 boxes of prime flounders, and a testimonial of a terrific battle with the elements. Fifteen tons of ice caked the deck and rigging and ice was encrusted for a distance of a dozen feet above the planking. Capt. Fisher stated in all his fifteen years of following the sea he had never before seen a vessel so iced-up so far South.

The *Janett* left Hampton on January 20th, and docked at Ocean City on Jan. 22nd, carrying a crew of five, none of whom were apparently any the worse off for their experience. Bent on a fishing expedition the ship plowed through rough seas and frigid temperature. Water broke over her wash rails and spray flew high in the rigging freezing instantly. Each line and stay was coated with ice to many times its thickness. The catch of flounders, one of which weighed twenty-two pounds, was made Southeast of Chesapeake Lightship in sub-zero weather.

Superior Installations

Nathaniel Gates, Jr. & Son of Crisfield installed a 100 hp. Superior Diesel engine in the *Lillian Ruth*, Capt. Austin W. Parks of Kinsale, Va., owner. The *Lillian Ruth* is a freighter on the Chesapeake Bay. Gates also installed a 170 hp. Superior Diesel engine in the *Mandy F. Lewis*, Capt. William Stanford owner. This boat will be used in menhaden fishing.

More Oyster Beds Opened

The State Conservation Commission opened up Great Rock and Parker's Rock in Tangier Sound on January 23rd, and several other rocks up the Chesapeake bay. Thirty years ago Great Rock and Parker's Rock produced a million bushels of oysters a year and they were famous for their fine quality. By constant working, these rocks became so depleted they were practically barren. The State planted shells and small oysters on these rocks several years ago and closed them to give time for them to replenish with saleable sized oysters.



"W. A. McIntosh", owned by W. W. Webb of Morehead City, N. C., and skippered by J. Dewey Willis, is equipped with 180 hp. Fairbanks-Morse full Diesel engine, Linen Thread nets, and Columbian propeller.

Capt. Parson Martin, of Saxis, Va., loaded with shad in Crisfield harbor.



The oystermen have not had a chance to try these rocks as yet, owing to the freeze-up, but are anxious to see what these rocks have developed.

Maryland Shad Season Opens March 1

The shad fishing season opens in North Carolina on February 1st., and also in the Virginia waters of the Chesapeake bay. In the Maryland waters the season does not open until March 1st. There has been a decline in shad in the Chesapeake of 80%, and the States of Maryland and Virginia, with the aid of the Federal Government, are trying to increase the supply by laws and hatching stations for young shad.

The lowly herring is also coming into his own and they arrive with the shad. A few years ago they were practically worthless but now packers are canning both fish and roe, and that has caused herring to find a ready sale at a profitable price to the fishermen.

Machine Shop Destroyed by Fire

The marine machine shop of E. M. Milbourne of Crisfield was destroyed by fire on New Year's Day. The machinery and building were a total loss. Mr. Milbourne is preparing to erect a modern brick building on the site of the old shop.

William H. Dryden

William H. Dryden, fifty-seven, a well-known seafood packer of Crisfield, died suddenly of heart disease at his home on January 19th. Mr. Dryden's firm was operated under the name of the W. H. Dryden & Co.

Plans for Fishing Fair

Comptroller J. Millard Tawes was "crowned" as President, and other officers of the Chesapeake Bay Fishing Fair Association were inducted into office at a meeting held in Crisfield recently. As Crisfield has been chosen for the Fishing Fair this year, plans were discussed to make it the best affair of the kind held since the Association has been organized, and to inject some new and different angles in the way of entertainment.

Crisfield to Have New Quick-Freeze Plant

Plans were recently announced for establishment of a quick-freeze plant at Crisfield, Md., in order to open the frozen foods market to seafood dealers of the Maryland Eastern Shore area.

Worked out by the Chamber of Commerce, in collaboration with seafood men, the plans were reported to call for a plant built in three units, to permit the handling of a variety of seafood at the same time. The freezer, it was announced, will be 36 feet long, 20 feet wide, 12 feet high, with 30,000 feet of pipe in the coils. This will maintain a quick-freeze temperature.

The new plant, it was explained, will permit steady fishing operations without danger of a glutted market. When prices fall, it will be possible to divert the catch to the quick-freeze plant and prepare it for indefinite storage. Fish will be cleaned, filleted and packed before freezing.

Gulf

Shrimp Fishing

Restricted by New Legislation

APPPLICATIONS for licenses by owners of Louisiana shrimp trawlers are being held up and no new licenses are being issued by the Department of Conservation. Reason for holding up the licenses was reported to be the awaiting of new forms complying with provisions of new shrimp fishing legislation passed by the recent special legislative session and embodied in House Bill 19.

Delay in issuing the licenses apparently indicated early enforcement of sections of the new law requiring non-residents to pay a \$2,000-per-boat fee yearly, and placing a \$1,000 to \$2,000 fine, 30 to 60 day jail sentence, and confiscation of the boat as penalties for violation.

Other provisions of the new law limit the length of shrimp trawls to 60 feet, and call for strict "closed seasons" from March 1-April 15 and June 10-August 10, during which no shrimp may be caught. Average length of trawls on boats is 90 feet at present, and twelve-month shrimping in deep waters heretofore has been permitted.

Interested in the application and effects of the new law are not only shrimp industry members of Louisiana, but also of Texas, Mississippi, Alabama, and Florida, as changes in the existing situation affect their fishing and will cause changes in market conditions. Shrimp fishermen are apprehensive of the law's results, and there is considerable opposition.

Feed Meal Plant to Be Built at Morgan City

A brand new industry will be established in Morgan City, La., in the next three or four months. It is a dehydrating plant for producing feed meal for poultry and livestock from shrimp, crab, and fish waste. The announcement was made by C. I. Squires, Biloxi, head of the Southern Dehydrating Co., name of the new corporation.

The prime reason for selecting Morgan City for the site of the new plant is the extent of the source of seafood waste supply and the fertile soil surroundings. It is hoped that farmers and land-owners in the section may be interested in planting alfalfa, soy beans, carrots, sweet potatoes, and certain other cereal grasses for use in producing other types of feed meals besides seafood meal.

Market for the special feed meal that will be manufactured will be mainly in the East and mid-west, as it is considered especially good for poultry, fine livestock, and some race horses raised in these areas, some of the states of which have soils depleted of the health-producing minerals the stock need.

Louisiana to Have Pacetti Fleet

A location in Abbeville, La., along the Vermilion river has been selected for headquarters for a fleet of deep water boats owned by a Florida concern to be used in the catching of shrimp around Trinity Shoals, located in the Gulf of Mexico about 40 miles from Abbeville. The Pacetti fleet will start operating March 1st. The local headquarters will be equipped for the icing of shrimp and other seafoods.

Morgan City, La., Shrimp Receipts

Approximately 90,805 barrels of shrimp were brought into Morgan City in 1939, bringing local fishermen a total of \$771,842.50, as the average price per barrel for the year was \$8.50. It is estimated that this amount was nearly one-fourth of the total production in Louisiana.

Texas Trawlers Reported Safe

Two trawlers of Texas Fisheries, Inc., Galveston, which were overdue are reported to be safe by officials of the firm. A. J. Piperi, secretary-treasurer of the fishery, said that the *Texas No. 11*, of which A. Amato is captain, was reported by the Coast Guard boat *Woodbury* to be safe off Trinity Shoals after weathering the recent icy gales.

Another trawler put in at Cameron, La. Three others got back to port safely after battling the ice and wind for more than 28 hours en route from Trinity Shoals.



"Josie B II" of Fernandina, Fla., shown just as she is hauling in a big bag of shrimp. Capt. Bennett has been very successful with this boat, which is powered with a 60 hp. Superior Diesel engine.

Biloxi Boats Covered With Ice

Experiencing unusual cold weather from the South, Biloxi, Miss., fishing boats returning from outside waters January 19 and 20 were covered with icicles caused by spray from water. Cargoes of oysters and shrimp were covered over with ice.

"Mattie J" Could Not Save "Ethel N"

The boat *Ethel N.* of Biloxi with 200 barrels of oysters sank off Point Convent January 19, within two minutes after the captain and crew left the boat. The boat was loaded and ready to leave for the Biloxi Canning Co. when the wind sprang up. The crew had left the *Ethel N.* at anchor off Point Convent to load the *Mattie J.* When the wind came up, they left for the *Ethel N.*, and found about a foot of water in the engine room. They pumped for two hours, thinking they could save her, but at the end of that time, freezing every minute and soaked to the bone, they left her with everything on board. Aboard the *Mattie J.* they tried to pull the *Ethel N.* to shallow water. The tow line broke and the boat sank to the bottom. They were fortunate in having a gas stove on the *Mattie J.*, as they were very cold. About 3:30 A.M., they were awakened by the smell of smoke. Discovering a fire in the engine room, they fought the fire for 20 minutes, fearing that at any moment they would be blown to bits.

"Hattie K" Has Bow Ripped by Ice

The *Hattie K.*, shrimp boat owned and operated by Capt. Dewey Krohn, sank along shore in front of his home at Cedar Lake, Miss. Krohn said that in coming home from outside waters, he passed through thin ice in Back Bay channel. When he rounded Cedar Lake Island into the lake which passes in front of his home, he saw it was ice-coated, but judging it to be of a thin sheet he plowed through the icy lake. He soon discovered that the boat was sinking and was forced to steer in to shore, 50 yards from the main landing. With aid from the shore, the boat was pulled in and those aboard managed to get off before the boat sank.

Millions of Florida Fish Destroyed by Cold Wave

Silver mullet, sandperch and snook were practically exterminated in inland waters of Pinellas County, Fla., due to the recent cold snap. As far South as the Manatee River, many jackfish and jewfish caught in the shallow water perished when temperatures dropped to low levels. The destruction of fish is estimated in the millions. Old residents said it is probably the most disastrous of any like cold spell in their memory.

The greatest sufferers were silver and black mullet of last year's spawn, along with sandperch, angelfish and snook. Game fish such as trout, red fish, grouper and other bottom fish generally escaped full force of the cold by moving into deep holes and warmer water.

Maine Commissioner Calls North Atlantic Lobster Conference

SEA and Shore Fisheries Commissioner Arthur R. Greenleaf, who is chairman of the North Atlantic Lobster Conference, says that he has called the third annual meeting of that group to be held at the Hotel Statler in Boston on March 1. Fisheries commissioners and other lobster experts from all of the producing states will meet to discuss various problems vital to the industry.

A highlight of the conference will be the first report of Biologist Leslie Scattergood who has been conducting a study of the Maine lobster for Greenleaf's organization. Scattergood, who has been on the job a little more than a year, has some new and valuable information on the sizes, growth and feeding habits of the crustaceans.

The advisability of the seven producing states adopting a uniform size limit and gradual increasing of the minimum size measure will be thoroughly discussed. The conference will also seek to find ways and means of combatting Canadian competition.

Maine Landings

Maine fish landings for December were the lightest of any month in 1939, according to records of the Department of Sea and Shore Fisheries, released today. Commissioner Arthur R. Greenleaf said that poor fishing weather was largely responsible for this condition.

The fares brought \$170,071 to the fishermen with lobsters and clams leading items. Dealers paid 68,500 for 489,000 pounds of lobsters and \$33,998 for 64,149 bushels of clams. Only 25,000 pounds of Canadian lobsters were received.

Other items were 156,000 pounds of cod; 271,000 pounds of cusk; 482,000 pounds of rosefish; 47,000 pounds of flounders; 81,300 sand and bloodworms; 1928 pounds of livers; 160,000 pounds of scallops and 1,653 pounds of smelts.

Mussels, A Neglected Fishery Resource

A thorough study of the nutritive qualities of Maine coast mussels and their adaptability to various types of culinary art is being made by the Department of Sea and Shore Fisheries. Commissioner Arthur R. Greenleaf has secured the cooperation of the U. S. Bureau of Fisheries in this work "which is designed to find ways of utilizing this neglected fishery."

Bureau experts in their Washington laboratories are receiving regular shipments of mussels from Greenleaf and are preparing packs of the meats pickled in jelly, in plain cans, in chowder and are breaking down the product to determine its chemical composition. Later additional samples of the

Captain Whitney "Whit" Thompson of Port Clyde, Maine, taking up his lobster traps for a few weeks while he went to the Boston and New York Sportsmen's Shows as a representative of the Department of Sea and Shore Fisheries. "Whit" was down to the shows four years ago; he can spin yarns, mend nets, jigger and "even flirt with the girls."



various packs which are found to be most edible will be made up for marketing tests.

Millions of pounds of these bivalves are available along the coast, and that if a market could be developed for them the fishing industry would get a tremendous boost. A few barrels are being shipped annually at present but the activity is negligible.

According to bulletins of the U. S. Bureau of Fisheries, mussels bid fair to become a valuable product "once groundless prejudices shall have given way." Tests have proven that mussels are palatable, digestible, nutritious and economical.

Packers Appeal for Protection

One too many handicaps led Maine smoked fish packers to appeal to the Federal Trade Commission for protective help against Canadian competition, according to dispatches from Lubec and Eastport.

The latest difficulty is the sharp money exchange, which, packers declare, nullifies the last semblance of a tariff. In their petition, packers have stated that unless something is done to offset the exchange rate, none of them will be able to continue on the present scale of operations.

Lobster Prices Higher

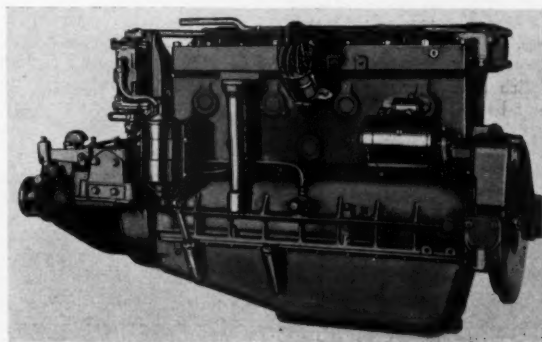
Monhegan's fishing outlook improved recently as the upward trend in lobster prices continued. After several weeks of 16 and 17 cent levels, the market reached a new high of 27 cents a pound.

Friendship Boatyard Busy

The Scott-Carter boatyard at Friendship is so busy that it has had to provide additional outside way facilities. Recently the firm completed a 45-foot sardine seiner for Sidney Dowdy, of Portland, and a 28-foot dory-yawl. It is now at work on a 65-foot dragger and two sloops.



The Monhegan, Me., mail boat "Nereid", 65 x 16 x 7, owned by Capt. E. A. Starrett of Thomaston, is equipped with a 90 hp. Fairbanks - Morse Diesel, heavy duty, direct reversible engine, giving a cruising speed of 10 mph., and a Hyde propeller.



The new Chrysler Royal Eight.

With The Vineyard Fishermen

By J. C. Allen

THE Wheelhouse Loafer who pilots this column seems to recall something that was said early in the Fall, about a mild Winter. Whoever said it was either a darned poor weather prophet or a cock-eyed liar. In all the ninety-odd years, more or less, that we have checked on the activities between four and forty fathoms, we have never seen a Winter just like this one. Worse? Oh sure, and plenty of 'em better, but when it comes down to plain lousiness which paralyzes everything even to crime; this Winter knocks 'em all galley-west.

It has breezed until it turned the stacks inside-out. It has snowed until a man had to light a lantern in order to see to light his pipe.

Now the really strange thing about it all was the fact that the snow and cold weather failed to drive the Summer fish as usual. As this report is written, there hasn't been any chance to tackle some of the ground for ten days, but following one of the heaviest snowfalls in years, the gang took plenty of large mackerel, and some butters.

Sole and Fluke Bring Good Prices

The usual species of seafood in the raw, taken by our local lads, ran about as per usual when attempts were made to take 'em. Yellowtails seem to have been quite prevalent in all their customary schooling grounds, but for half of the time they haven't been worth a handful of tin tobacco tags. On the other hand, anything that could be called sole at the caplog, was mighty good stock, and a fluke was worth its weight in dollar bills. Incidentally, the last trip of flukes taken, along about the 20th of the month, were landed in a snow-storm. What the old-timers would have said about this would have probably made a book! The idea of tackling a slab of Summer flounder at any time of year except Summer, was absolutely unknown, a few decades ago.

Sea Scallopers

Sea-scalloping dropped off to a minimum. We have always regarded it as little short of a miracle that any of these sea-scallopers lived through an average Winter, fishing as they do in all kinds of weather. This Winter they struck a bed much closer inshore than usual, and have worked it pretty thoroughly. It has really been tough going there, and off shore waters were probably correspondingly worse.

Bay Scallopers

Although our set of bay scallops was not heavy, the wind-up of January still sees a few sea-skimmers dredging and raking. The scallops did not run large, but the scarcity of the bivalves everywhere, has tended to keep the market up, and it is worth while for a man to go out even if he fails to bring in more than a bushel or so. Some of the extra large scallops have brought six to seven-fifty a gallon, and even the smaller culls have seldom brought less than three-fifty a gallon. In connection with the bay scalloping, Edgartown fishermen had an experience that was remindful of the old whaling days in the Arctic.

Strange Experience

Light ice made in Cape Pogue Pond, which is open to the sea, and along-shore outside. Tide and the passage of boats kept a channel clear but also broke up the ice to some extent. With a fleet of the boats, chiefly cat-boats, dredging in the pond and nearby, a shift of wind caused the ice to move. The result was something that perhaps none of the gang had ever before experienced. Some of the boats were jammed cross-wise of the ice channel, with stems and rudders stuck in the ice. Trying to clear themselves, some lost their rudders. Others had to buck the ice, and break it up in order to get clear, and the ice just raised merry hell with their planking!

Signing off in a north-east blizzard, the Loafer herewith gives his bearings, as of the U. S. Government Charts, for 1939, at Vineyard Haven. If this cursed weather keeps up, the Coastguard may have to turn out and relocate Martha's Vineyard. Be cursed and be blown if we believe that even solid land will stand it forever!



Fishing vessel "Trio", equipped with a 75 hp., 3 cylinder, 4 cycle Wolverine engine 8½ x 12½, measurements 51.2 x 16.5 x 5.5, owned by James Lauder, Point Lookout, N. Y.

Fulton Market Wholesale Prices

| Species | Jan. 1-6 | Jan. 7-13 | Jan. 14-20 | Jan. 21-31 |
|--------------------|-----------|-----------|------------|------------|
| Bluefish | .08-.15 | .10-.17 | .08-.17½ | .11-.22½ |
| Butterfish | .. .. | .02½-.06 | .02¼-.03½ | .. .. |
| Codfish, steak | .09-.17 | .06-.15 | .05-.12 | .06½-.14 |
| Codfish, market | .05½-.10 | .04½-.10 | .04½-.07 | .05-.08 |
| Croakers | .02½-.02½ | .. .. | .03-.03 | .04¼-.07 |
| Dabs | .. .. | .. .. | .01½-.01½ | .05-.05 |
| Eels | .. .. | .05-.12½ | .. .. | .. .. |
| Flounders | .03-.12 | .03½-.16 | .04-.12½ | .04-.15 |
| Fluke | .. .. | .16-.16 | .03-.14 | .04-.15 |
| Haddock | .06-.10 | .04-.08 | .05-.07 | .03-.09 |
| Hake | .. .. | .07-.10 | .05-.07 | .05-.07 |
| Jewfish | .12½-.12½ | .. .. | .12½-.12½ | .16-.16 |
| King Mackerel | .05-.07½ | .05½-.06½ | .05½-.08 | .07-.08½ |
| Kingfish | .07-.08 | .06-.07 | .06-.06 | .10-.10 |
| Mackerel | .05-.20 | .. .. | .. .. | .. .. |
| Mullet | .06-.09 | .05-.10 | .05-.11 | .02½-.10 |
| Pollock | .04-.06 | .03-.06 | .03½-.05 | .02½-.06 |
| Pompano | .. .. | .45-.45 | .. .. | .36-.36 |
| Salmon, Pacific | .. .. | .. .. | .18-.18 | .. .. |
| Scup | .04½-.05 | .06-.08 | .01-.05 | .01½-.05 |
| Sea bass | .. .. | .09-.16 | .03-.11 | .03-.10 |
| Sea trout, gray | .. .. | .09-.09 | .07-.12½ | .09-.10½ |
| Sea trout, spotted | .08-.22 | .10-.20 | .15-.18 | .10-.25 |
| Snapper, red | .. .. | .. .. | .17½-.17½ | .18-.18 |
| Sole, gray | .04½-.16 | .05-.12½ | .03-.10 | .06-.11 |
| Sole, lemon | .14½-.18 | .14-.16 | .14-.16 | .11-.16 |
| Spanish Mackerel | .05-.07½ | .05-.06½ | .05-.07½ | .04½-.08½ |
| Striped bass | .23-.30 | .25-.25 | .22-.25 | .23-.28 |
| Tilefish | .. .. | .04-.06¼ | .. .. | .. .. |
| Whiting | .01½-.04 | .02-.07 | .. .. | .04-.05 |
| White perch | .06-.06 | .04-.12 | .. .. | .. .. |
| Yellowtails | .02-.05 | .01-.07 | .01½-.04 | .01½-.10 |
| Clams, hard | 1.75-7.50 | 2.00-5.00 | 2.00-7.50 | 2.00-9.00 |
| Clams, soft | 1.50-2.50 | 1.25-1.50 | 1.50-2.00 | .. .. |
| Conchs | .. .. | 1.75-2.00 | .. .. | .. .. |
| Crabs, hard | 1.75-2.00 | 1.75-2.00 | 1.75-1.75 | 2.00-2.00 |
| Crab meat | .40-.85 | .50-1.10 | .60-1.10 | .40-1.25 |
| Lobsters | .28-.49 | .31-.52 | .22-.52 | .22-.50 |
| Mussels | .50-1.50 | .. .. | .75-1.00 | .50-1.00 |
| Scallops, bay | 4.75-4.75 | .. .. | 4.25-6.50 | 4.75-4.75 |
| Scallops, sea | .. .. | .. .. | 1.70-1.70 | .. .. |
| Shrimp | .06-.23 | .12-.21 | .07-.16 | .10-.18 |
| Squid | .. .. | .. .. | .. .. | .02-.02 |
| Frogs legs | .. .. | .. .. | .45-.65 | .. .. |

"Joan and Ursula" Sold

Capt. Isaac C. Norton of Edgartown has sold his interest in the big dragger *Joan and Ursula* to Linus Eldridge of Mattapoisett and New Bedford. On February 8, the vessel left for her new home in the city. The new skipper will be Capt. Samuel E. Jackson of Edgartown, who was formerly in command of the *Beatrice S.* of New Bedford. The name of the *Joan and Ursula* is not expected to be changed.

Long Island Fishermen's Assoc. Seeks Uniform Fish Laws Among States

By C. A. Horton

A marine fisheries compact sponsored by committees on inter-state cooperation representing various seaboard States was discussed recently by Alfred Tucker of West Sayville, Manager of the Long Island Fishermen's Protective Association, who spoke at the third Eastern States Conservation Conference in the Hotel Statler, Boston.

Approximately 90 persons representing numerous fishing interests and Fish and Game Commissions from Maine to Maryland were present at the conference, at which Mr. Tucker pointed out the importance of the proposed compact to both commercial and sport fishing groups.

Mr. Tucker asserted that the proposed compact is predicated on the undeniable fact that uniform laws should prevail among seaboard States for each species of fish in each State in which these individual species of fish are of importance.

He also stated that the proposed compact further recognizes an equally important fact: scientific fishery investigations should be carried out in each State, and on the basis of such surveys, recommendations for the sound management of our fisheries should be made and enforced. He believes the key to this proposed compact is the launching of fishery surveys by the Bureau of Fisheries in cooperation with the States.

Petition Sent to State Conservation Department

Acting upon a resolution introduced by East Hampton Supervisor Perry B. Duryea, the Suffolk County Board of Supervisors recently petitioned the New York State Conservation Department and the State Legislature to appropriate funds for participation in the marine fishery survey now under way in the County.

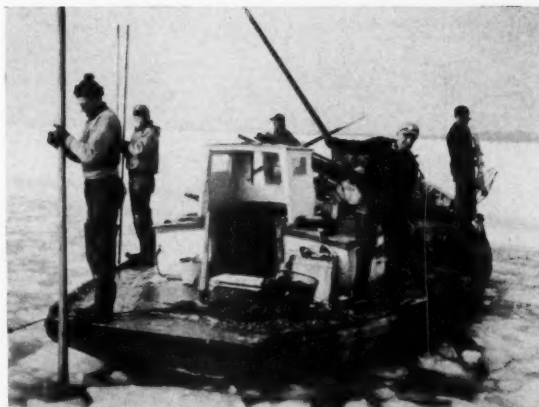
Supervisor Duryea declared that two years ago the State Conservation Department inaugurated a fishery survey, but discontinued it within a year, claiming that funds for the project were lacking. Since then the Board of Supervisors has twice appropriated small amounts for a survey of Suffolk County waters in co-operation with the Bureau of Fisheries.

Flounder Fry for Suffolk County

Continuing the custom which has been followed in recent years, Congressman Leonard W. Hall is arranging for shipment of 10,000,000 flounder fry to be placed in town waters of Suffolk County. The practice was first started by the late Congressman Robert W. Bacon, and has been carried on by his successor. The flounder fry, bred at a Federal hatchery, generally the one at Woods Hole, Mass., are shipped to Suffolk in large cans similar in construction to those used for carrying milk in bulk.

Boom Menhaden Year Predicted

A boom year in the menhaden fishery industry as a result



Photograph taken from the Bluepoints Co. oyster steamer, "The Alarm", showing Capt. Gabriel Kwaak and his crew, consisting of Lawrence Griek, Nelson Van Wyen, Howard Reeves and Oliver Bishop at work tonging for clams on the Bluepoints Co. grounds. This boat was one of 15 boats similarly engaged in this work. Photograph, courtesy Suffolk County News.

of the increasing use of the fish as poultry-meal is predicted by skippers who operate a fleet of fishing boats in Long Island Sound. They are overhauling their equipment of seine boats and huge nets for a big season. An average menhaden fishing boat has a capacity for 300,000 fish. The season for the fish is from June 15 to October 1st. The catch is transported to fish factories, several of which are in the Northern area of Long Island.

Scallops

The State Conservation Department is desirous of removing the loop holes in the bay scallop law and thus will introduce this Winter bills to remove that clause which permits the taking of scallops for personal use and the clause which permits the taking ashore of one gallon of opened scallops per boat. As long as bug scallops can be taken under any kind of a pretense, it is difficult for the Department to vigorously enforce the law which is designed to protect the bug scallops.

Fluke

A bill is to be introduced that fluke less than fifteen inches in length are neither to be possessed or sold. Fluke that do not measure 15 inches weigh less than a pound and are but skin and bones. They have no practical value.

New Source of Shellfish

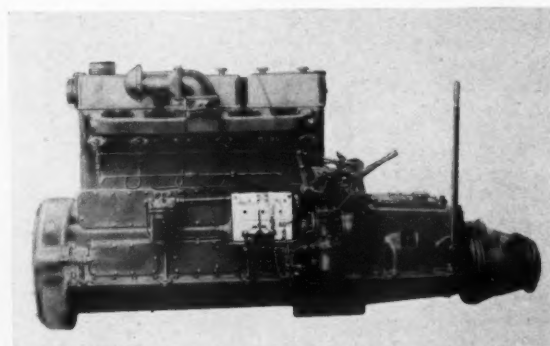
Smithtown baymen have been working the shellfish beds in the Nissequogue River during January for the first time in 20 years. Baymen are estimating that there are in the neighborhood of 750,000 bushels of oysters in the Nissequogue River. An annual income of \$250,000 has been estimated from these beds.

Bluepoints to Have New Plant

The Bluepoints Oyster Co. is rushing the work on the plant which will be located on the bay, at East Marion. The Bluepoints Oyster Co. is a subsidiary of the General Foods Corporation. The plant will be located on a fifty-acre tract purchased recently by the Corporation. The channel and large boat basin are about completed. Work on the shops will be rushed along the early part of March. They will be among the most modern oyster shops on the Atlantic Coast. The new building will be of fireproof construction, 200 by 120 feet. It will be complete in every detail. The opening and shipping of oysters will take place in the Fall.

Excellent Oyster Set

The Sound oyster growers have found that an excellent set rewarded oystermen who acted on the warning issued by the staff of the Milford, Conn., Laboratory last Summer that shells for the collection of seed should be planted weeks earlier than usual. The timely advice brought the growers big profits.



Buda Diesel marine engine, Model 6-DHM-909.

Massachusetts Fisheries Association Elects Directors and Officers

AT the annual meeting of the Massachusetts Fisheries Association on January 11, the following directors and officers were elected. Directors: Ralph Chiacchio, Genoa Fisheries; Joseph Cahill, General Seafoods Corp.; John A. Fulham, Fulham & Herbert; Edmund L. Dunn, New England Fish Exchange; Walter Hallett, American Fish Co.; Joseph Lamere, Booth Fisheries Corp.; John Nagle, John Nagle Co.; Hugh O'Brien, Gorton-Pew Fisheries Co., Ltd.; A. L. Parker, Arnold & Winsor Co.; Harold Randlett, F. E. Harding Co.; H. F. Robinson, Atlantic Coast Fisheries Co.; William Wennerberg, J. Adams Co.; B. F. Whalen, R. O'Brien & Co.; John F. O'Hara, O'Hara Bros. Co.; John R. O'Donnell, O'Donnell-Usen Fisheries Corp. Treasurer, William Wennerberg; Assistant Treasurer, Edmund L. Dunn; Secretary, Hugh J. O'Brien.

At the meeting of the directors on January 26, John A. Fulham was elected President, and Joel J. Lamere, Vice-President.

Prof. James McLaughlin Employed by M. F. A.

Announcement has been made that Massachusetts Fisheries Association has employed Prof. James McLaughlin, connected with Harvard University Law School, to supervise all work done by the Association with respect to cost accounting and all agreements relative to elimination of unfair labor practices in the industry.

First Halibuter of 1940 Arrives

The first halibuter of the 1940 season arrived in Boston Feb. 12, the Gloucester schooner *Dawn*, Capt. Archie McLeod, with 25,000 lbs. The fish sold for 23 cents for white and 17 cents for gray.

The amount of halibut in cold storages of the United States is 7,507,181 pounds, about 20 per cent less than on the corresponding date of 1939.

Atlantic Quick-Freeze in Boston

The Atlantic Quick-Freeze Co., Inc., has purchased an interest in the firm of L. B. Goodspeed, Inc., 25 Boston Fish Pier. L. B. Goodspeed, Inc., have conducted a successful wholesale fresh fish business for many years, and they will continue to operate in this field.

The main business office of The Atlantic Quick-Freeze Co., Inc., will be removed from Homer's Wharf, New Bedford, to 25 Boston Fish Pier, as of February 15, 1940. Until further notice, the New York sales office will remain at 11 Park Place, New York City.

Privitera's New Dragger

The new 70-foot dragger being built for Capt. Guy Privitera of Boston at the W. S. Carter yard in Friendship, Maine, will be fitted with a 110 hp., 4 cylinder, 9" bore by 12" stroke, 325 rpm., Atlas Imperial Diesel engine, and will have Hyde underwater equipment.

Paul's Doubles Capacity

Paul's Lobster Co., 150 Northern Ave., Boston, has doubled its capacity by an addition to its plant. The addition is of steel construction, with a cement floor.

The plant is equipped with the original dual tank system, having a capacity of 30,000 pounds. The installation work was supervised by H. F. Stevens, designer of the system. The tanks are arranged for dual intake, and the incoming water makes a complete circuit, thereby giving an equal amount of constant pressure everywhere.

With its enlargement, Paul's Lobster Co. now has a self contained plant, with all the latest facilities for handling a live lobster, boiled lobster and lobster meat business.

"Mary E. O'Hara" and "Charles M. Fauci, 3rd" Collide

The 92-foot fishing dragger *Mary E. O'Hara* collided with the 49-foot dragger *Charles M. Fauci, 3d*, off Deer Island in Boston Harbor on February 6, due to poor visibility.



Fifty-foot Boston dragger "Santina", owned by Capt. Geddes and powered with a new Type W 100 hp. Mack Mariner Diesel engine. In the future this boat will operate out of New Bedford.

A big hole was torn in the bow of the *Fauci*, and she began taking water rapidly. The crew of the *Mary E. O'Hara* lashed the smaller vessel to the side of the bigger craft and kept her afloat until they reached the Boston Fish Pier, while the crew of the *Fauci* worked at the pumps.

The tug *Betsy Ross* was called and put motor pumps aboard the *Fauci*, and towed her to an East Boston shipyard for repairs.

Takes Vacation After Many Years of Labor

On the job every working day since 1883, with the exception of a single week-long wedding trip 48 years ago, Frederick F. Dimmock, now secretary of the Boston Fish Bureau, is absent from his post, beginning his first vacation of a six-week stay in Florida. Dimmock is known to thousands of fishermen and fish dealers, and is but the third secretary to serve the Fish Bureau, which claims to be the oldest commercial fish organization in the country, founded in 1875.

"Yankee" at Atlantic Yard

The *Yankee* was on the ways at the Atlantic Yard, Boston, during the month of January.

Increased Demand for Cod Liver Oil

Since Germany and Great Britain have discontinued the production of cod-liver oil owing to the European war, firms in Massachusetts engaged in the production of the commodity anticipate a considerable increase in their business in this product.

By the removal of competition with foreign trawler fleets, the Massachusetts trawlers are receiving increasing prices for their catch to the extent of as much as 50 per cent.

Barnstable School Teaches Boys to Build Boats

WHAT is probably the only public school course in boat building and boat operating in the country—a full-fledged, four-year course in the curriculum of Barnstable High School—is in session daily at the Crosby boatyard in Osterville, Mass., where, nearly a century ago, the first of the now famous Cape Cod catboats was launched.

A group of Barnstable High students, ranging in age from 14 to 17, meets every afternoon under the guidance of a veteran craftsman of the Crosby shop to study and practice the fundamentals of the industry that has figured importantly in the history of Cape Cod.

The boat building and operation course is unusual in that it is not a mere class, to be taken for a semester or two. It is a major vocational course, which a freshman may elect and follow for four years. In it the student, during his full four years of high school, passes no less than 58 per cent of his time in the workshop, and only the remaining 42 per cent in academic studies at the High School in Hyannis.

Gloucester To Have Five New Boats This Season

THE first large fishing boats to be built on the Gloucester waterfront for some time will be started soon at the Gloucester Shipbuilding Company at Rocky Neck. The concern will build a 60-foot auxiliary dragger valued around \$20,000 for Bertolino Brothers of this port. As soon as this fishing schooner is finished, that concern will start on a 60-foot fishing boat for a local party. That will make five new fishing craft for Gloucester before the end of this Summer. Two are being built in Maine, and one at Essex.

Work on Linquata's Dragger Started

Work has been started on the new fishing dragger being built for Capt. Tony Linquata of Gloucester at Kennebunkport, Maine.

Atlas for Barbara's New Dragger

The new 90x19x9 dragger being built for Capt. Jack Barbara of Gloucester at Harry G. Marr's yard in Damariscotta, Maine, will be fitted with a 200 hp., 6 cylinder, 10 in. bore by 13 in. stroke, 325 rpm., direct reversing engine with built-in sailing clutch. The boat will be also fitted with Hyde underwater equipment. This boat will take the place of the *Antonio*, formerly owned by Capt. Barbara, which was also built in Damariscotta.

Superior to Power Benham's Schooner

It is expected that the launching of Capt. Tom Benham's new schooner, being built at Essex, will take place the last of March. The craft will be powered with a 250 hp. Superior Diesel engine, and under the command of Capt. Gerald Benham, Capt. Tom's son. Lyman James has charge of the construction.

Essex May Build Three-Masted Schooner

It is reported that Essex may soon see a three-masted schooner being built in the James yard. A party from San Francisco, Calif., is understood to be dickering to have such a boat built.

Usen Inspects Pier Facilities

At a meeting of the directors of the Gloucester Community Pier Association, Inc., January 24, a proposition was received from Irving Usen Company of Boston for rental of two stalls in the stores building on the State Fish Pier. The offer came from Maurice Wolf, attorney for the Company, who was in Gloucester recently with Irving Usen, at which time they conferred with Mayor Whalen and inspected the pier facilities.

Would Have More Boats Land Here

A proposal was made recently by Walter W. Cenerazzo, business agent of the Gloucester Seafoods Works Union, for the appointment of a committee in Gloucester on ways and means of bringing together industry, labor and the public for the purpose of attracting new fishing craft to land their trips at this port and thus promote more wealth for Gloucester.

Draggers Bring in Good Trips

Two of the Italian draggers, which were recently on strike in Gloucester and which are now down South, have reported recently with fine trips. They are the *Salvatore*, Capt. Sam Nicastro, with 250 barrels of scup at Old Point Comfort, Va., and the *Jennie and Lucia*, Capt. Joe Brancalone, with 180 barrels of scup at Portsmouth, Va. Another local dragger at Old Point Comfort is the *Rosie and Grace*, Capt. Phil Fileto. She had 150 barrels scup.

Offer for "Bluenose" Turned Down

Capt. "Bill" McCoy's offer of \$5,000 cash to buy the 20-year-old international racing fishing champion schooner *Bluenose* was refused by the present owner, Capt. Angus Walters of Lunenburg, Nova Scotia, who in a telegram to Capt. McCoy said that \$15,000 was the lowest price that would be accepted for the *Bluenose*.

Southern Draggers May Come to Gloucester

It has been learned that four Norfolk draggers are planning to invade the redfish market next Summer. They are the *Hustler*, *Irene and May*, *Dagmar* and the *Sea King*. Gloucester had the *Clara L. Hutchings* and *Ethel Hutchings* from the South last Summer.

"De Costa" Through Mackerel Fishing Until Spring

The local seiner *Gertrude DeCosta*, Capt. Cyril Dyett, is one of the last of the fleet to give up mackerel fishing until Spring. She will join the dory trawlers for the rest of the Winter.

Saves Two Draggers in Distress

The 110-foot Boston Italian dragger *Santina D.*, Capt. Alphonse Mineo, had difficulty about four miles Southeast of Thacher's Island on Jan. 18, and her distress signal was sighted by Lightkeeper George H. Seavey of the Thacher's lights.

The Keeper reported the matter to Boatswain Edward L. Silva at Straitsmouth Coast Guard station, Rockport. Silva and crew sped to the rescue of the disabled craft in the motor lifeboat and succeeded in towing the much larger craft as far as Eastern Point light, where the Coast Guard boat *Harriet Lane* took over the tow and brought the dragger into Harbor cove.

It was Keeper Seavey's second opportunity in a week to aid in the rescue of a stricken craft. Only four days before, his alertness in hearing the whistle of the small dragger *Dorothy* and reporting it at once to Straitsmouth meant the saving of four lives. The *Dorothy* had been driven ashore on Thacher's.

"Hoop-La" Goes to Bottom

Ramming a submerged log 15 miles East of Gurnet Coast Guard Station at 4:30 o'clock on the morning of January 10, the 104-foot auxiliary mackerel seiner, *Hoop-La*, Capt. Joe Cottoni, sank within 90 minutes after a gaping hole was torn in her bow below the water-line. The crew of 13 men took to the seine boat and dory, and rowed and sailed to Brant Rock Coast Guard Station, arriving there at 9:30 o'clock, safe and sound, though fatigued by the experience. The crew had ample time to leave the stricken craft, and watched her as she sank to the bottom in 40 fathoms of water.

"Shirley M. Clattenburg" Goes Down

Capt. Harold Parsons and five fishermen, after they had spent a night in an open dory when the Gloucester dragger *Shirley M. Clattenburg* struck a rocky ledge of Noman's Land, and broke in two on February 7, were removed from their dory by Coast Guardsmen of the Gay Head station, and later picked up by the patrol boat *General Greene*. The *Shirley M. Clattenburg* was inbound with 25,000 pounds of fish when she rammed the ledge. The fishermen just had time to get a dory over the side and escape as the two sections of the dragger went down. The *Clattenburg* was built by the late Arthur Dana Story at Essex in 1925 for Capt. Harry M. Clattenburg and others.

"Angie and Vence" Rammed by Oil Tanker

The Italian fishing schooner *Angie and Vence*, Capt. Matt Mocerri, was rammed by an oil tanker and sunk somewhere off the Virginia Capes on February 8. It was the third accident befalling the 74-foot dragger since last October. All eight of the crew are reported as safe and on their way home. The men were saved by the tanker's crew, and taken to New York.

"Mildred Silva" Has Cooper-Besemer

The *Mildred Silva*, Capt. Manuel G. Silva, has just had installed at the Gorton-Pew Wharf a new 230 hp. Cooper-Besemer.

The boat was expected to sail the middle of February to engage in red fishing. Other new equipment includes Hyde stern bearing and stuffing box, Hyde 42-60 propeller and 5½-inch bronze shaft. The boat's ballast was cleaned and new fish hold slide-outs installed.

Frazier With Davis Bros.

Joseph Frazier has been appointed manager of Davis Bros. Fisheries, Gloucester. He is well experienced in the fish business, having been connected with Davis Bros. for 20 years.



"Mary Grace", formerly of Gloucester, now New Bedford—owned by A. H. Resevitz and Capt. Joshua Murphy.

News of New Bedford

By M. E. Harney

THE severe cold has taken its toll in depleted catches among the draggers and the scallopers here in this market. Many boats have been caught here and at the Islands in the ice jam. The large scallopers, who are almost always in with their limits, have had catches of 800 and 900 gallons. This has been due to the high winds of the past month. Some of the others have not made a decent trip since November. The *Friars*, in the week of January 27th, had 900 gallons of scallops sold at Cahoon's in Woods Hole, also *Martha Murley*, with same, and sold at Cahoon's, due to the ice jam in the bay. These boats couldn't get through to this market. The two largest trips to be landed here in the cold spell were the *William Killigrew*, with 1,300, and the *Mary R. Mullins* in Boston, with the limit, 1,500 scallops sold at one dollar and sixty.

Yellowtails and Lemon Sole

February second yellowtails sold for two and three cents, and the small draggers in with catches did well. *Sea Ranger*, owned and captained by Olaf Anderson, came in with 40,000 mixed fish. She had 17,000 lemon sole and sold for 9 cents. At the same time, the *Elizabeth M.*, Capt. Nicodemus, also had 40,000, but not as many lemon sole. The *Mary Grace*, the Murphy-Reservitz newest venture, came in with her first trip dragging and sold here. She had a catch of 30,000. The skipper is Benjamin Reed and engineer Del Fitfield.

On the Ways

The *Alice and Mildred* came off the Peirce and Kilburn Railway after having her wheel fixed. Charlie Ryder's *Annie Louise* had bent propeller also fixed at Peirce & Kilburn's. The *Louis Thebaud*, owned by William Eldridge of the L. S. Eldridge Fish Co., came in with 500 gallons of scallops, with winch trouble. The *Nashawena*, formerly the *Isabel Q.*, is all ready to sail after having gone under all kinds of face lifting and up-lifting. She is as neat and trim as can be and has had many take back the thought that she was a hopeless job.

Heavy Seas and Ice Cause Much Damage

Her rudder carried away in heavy seas on Georges Bank, the scalloper *Sunkatay Head*, owned by D. F. Mullins and skippered by Louis Doucette, Jr., was towed into this port by the Coast Guard boat *Faunce*. The vessel was rendered helpless when seas broke her rudder post and left her unmanageable. It took six hours to reach the Nantucket Lightship, where word was sent out for aid. The *Faunce* was engaged in ice breaking in Nantucket Sound, and went to her aid. The *Gay Head* of the Mullins fleet was badly damaged by floating ice and her crew had a hard time keeping her afloat. Ice scraping against the wooden hull tore out calking and opened her seams. She was hauled out on Kelly's for repairs.

Boston Fish Pier Landings for January

| (Hailing fares. Figure after name indicates number of trips.) | | | |
|---|---------|-----------------------------|---------|
| <i>Adventure</i> (4) | 212,000 | <i>Lark</i> (3) | 200,000 |
| <i>Adventure II</i> (3) | 109,500 | <i>Lark</i> (3) | 313,000 |
| <i>Alden</i> (1) | 13,900 | <i>Maine</i> (4) | 361,000 |
| <i>American</i> (2) | 131,000 | <i>Maris Stella</i> (1) | 49,000 |
| <i>Andrew & Rosalie</i> (1) | 13,500 | <i>Marjorie Parker</i> (2) | 41,000 |
| <i>Arlington</i> (3) | 336,000 | <i>Mary E. O'Hara</i> (2) | 101,000 |
| <i>Atlantic</i> (4) | 364,000 | <i>Mary & Julia</i> (1) | 52,000 |
| <i>Bettina</i> (4) | 264,000 | <i>Neptune</i> (4) | 385,000 |
| <i>Billow</i> (2) | 228,000 | <i>Newton</i> (4) | 338,000 |
| <i>Bittern</i> (2) | 241,000 | <i>Notre Dame</i> (3) | 289,000 |
| <i>Boston</i> (3) | 284,000 | <i>Ocean</i> (3) | 418,000 |
| <i>Boston College</i> (1) | 75,000 | <i>Olympia</i> (2) | 25,100 |
| <i>Breaker</i> (3) | 336,000 | <i>Plymouth</i> (3) | 340,000 |
| <i>Breeze</i> (3) | 306,000 | <i>Pollyanna</i> (1) | 42,000 |
| <i>Brookline</i> (3) | 292,000 | <i>Quincy</i> (3) | 264,000 |
| <i>Cambridge</i> (4) | 551,000 | <i>Rainbow</i> (3) | 92,500 |
| <i>Chas. M. Fauci III</i> (4) | 23,200 | <i>Ripple</i> (2) | 213,000 |
| <i>Comber</i> (3) | 459,000 | <i>Rita B.</i> (5) | 225,800 |
| <i>Crest</i> (3) | 276,000 | <i>Saint Joseph</i> (4) | 54,200 |
| <i>Delaware</i> (3) | 284,000 | <i>Sea</i> (3) | 393,000 |
| <i>Dorchester</i> (3) | 310,000 | <i>Serafina II</i> (3) | 35,300 |
| <i>Ebb</i> (3) | 333,000 | <i>Shamrock</i> (2) | 88,000 |
| <i>Edith L. Boudreau</i> (1) | 70,000 | <i>Shawmut</i> (3) | 331,000 |
| <i>Fabia</i> (4) | 516,500 | <i>Spray</i> (3) | 428,000 |
| <i>Famiglia</i> (2) | 16,000 | <i>Squall</i> (3) | 535,000 |
| <i>Flow</i> (3) | 555,000 | <i>Storm</i> (3) | 315,000 |
| <i>Foam</i> (2) | 169,000 | <i>Surf</i> (2) | 352,000 |
| <i>Fordham</i> (2) | 110,000 | <i>Swell</i> (2) | 356,000 |
| <i>Frances C. Denehy</i> (3) | 116,500 | <i>Thomas Whalen</i> (3) | 418,000 |
| <i>Funchal</i> (1) | 42,000 | <i>Tide</i> (2) | 278,000 |
| <i>Gale</i> (2) | 214,000 | <i>Trimount</i> (3) | 268,000 |
| <i>Georgetown</i> (3) | 338,000 | <i>Triton</i> (3) | 258,000 |
| <i>Geraldine & Phyllis</i> (4) | 182,200 | <i>Vagabond</i> (1) | 25,000 |
| <i>Gertrude L. Thebaud</i> (1) | 55,000 | <i>Vandal</i> (2) | 84,000 |
| <i>Gossoon</i> (3) | 166,000 | <i>Venture II</i> (3) | 121,000 |
| <i>Grand Marshall</i> (1) | 28,000 | <i>Villanova</i> (4) | 276,000 |
| <i>Hekla</i> (2) | 206,000 | <i>Wave</i> (5) | 450,000 |
| <i>Holy Cross</i> (3) | 312,000 | <i>Wm. J. O'Brien</i> (3) | 276,000 |
| <i>Illinois</i> (3) | 327,000 | <i>Wm. L. Putnam</i> (1) | 54,000 |
| <i>J. M. Marshall</i> (1) | 30,000 | <i>Winchester</i> (3) | 442,000 |
| <i>Jeanne d'Arc</i> (2) | 262,000 | <i>Winthrop</i> (4) | 353,000 |
| <i>Killarney</i> (1) | 57,000 | <i>Yankee</i> (3) | 241,800 |
| <i>Kittiwake</i> (3) | 304,000 | | |

Installations by Remington at New Bedford

W. A. Robinson, Ipswich, Mass., is building a new dragger for Russell Grinnell of Providence, to be ready May 1. The new boat will be 70 ft. x 17 ft. and will draw 8 feet. She will be equipped with 110 hp., 4 cylinder Atlas Diesel engine and Hathaway winch, also 7 in. Kelvin-White compass, spherical shelf type, with brass spinacle, and over and under lighting. Engine installation will be made by Percy Remington at New Bedford.

The *Leona and Gabriel*, owned by Capt. Frank Corea, Provincetown, and the *Amelia R.*, owned by Capt. Jack Rivers, Provincetown, will have 60 hp., 4 cylinder, Atlas Diesel engines installed at New Bedford by Percy Remington.

Capt. Joseph Isaksen, of Brooklyn, N. Y., skipper of the "Malvina B".





"C. D. Parmelee" Has a Wolverine

The oyster dredger, "C. D. Parmelee", 70.3 x 21 x 7.7, owned by the Lewis Oyster Co., of Bridgeport, Conn., has a 150 hp., 6 cylinder, 4 cycle, 8½ x 12½, Wolverine Diesel engine.

To properly operate in oystering, it is necessary that the engine be run at times at very low speed without missing impulses, and that the engine can

be immediately speeded up when the dredges are hoisted over the side, without stalling the engine or interfering with its operation in any way.

Wolverine Diesel engines meet the requirements of oysters dredgers and all types of fishing boats.

Catalogue No. 135 Upon Request

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Connecticut Boats

By Capt. E. B. Thomas

ONE of the boats of my fleet, the *White Cap*, was seriously damaged by the hurricane by being stove amidships from the sheer streak down to the garboard on the starboard side for a length of five feet and a hole 3 ft. square being stove on the port side. The cabin interior was torn to bits and the cockpit floor ruined as was some of the deck, etc. Fortunately the engine escaped damage but is being replaced by a new one.

White Cap is of academic interest to the students of the history of fishing vessel design as she is one of the few remaining examples of the transition period when the local lobstermen and handliners were changing from sail to power. She was not originally rigged and did not have a pilot house. She is of about the same proportions as the earlier catboats and the cabin trunk and other structural details are of typical catboat and sloop construction. She would sail very well if fitted with a centerboard or keel but has never been fitted with same. She has a light, typical power boat keel of small sided dimension. However, she differs from the older sailing fishermen in as that her stern is more suited for power and she has a longer run. As a matter of fact the run begins somewhat forward of the after end of the cabin trunk.

White Cap is rather typical of her type as most of them were built during the 1910-1918 period. There were a great many of these boats but most of them suffered very hard usage and I know of but three or four still in existence. Fortunately *White Cap* was used for the most part in pleasure service and as a party boat and has been well preserved.

I have made changes in her such as the pilot house, a self bailing cockpit, the removal of the well and moving the engine from the cabin into the cockpit, and now the construction of a short bridge deck at the forward end of the cockpit places the engine back in the cabin again. There is a sink with running

water, and two comfortable bunks. Originally the cabin was fitted with two transoms and a couple of shelves.

This boat is so typical that a few dimensions may be of interest. L.o.a. 22 ft., 9 ft. 6 in. beam, and a 2 ft. 6 in. draught. The original Mianus engine of about 6 or 7 hp. drove her at a good steady $5\frac{1}{2}$ knots and the present Lathrop LH 4 of about 30 hp. will give her about 8 knots speed. *White Cap* was built by Will Smith at Noank in 1916 and he built quite a number of that type of boat.

The recent rebuilding of the boat was done at Stonington Boat Works under my supervision. Eight new frames were necessary and she was almost entirely replanked. She is being fitted with a Wilcox-Crittenden Sea-Clo Junior toilet and Marine Household range.

Two interesting details in the construction of these boats was the very heavy sheer streak and clamp and the fact that natural crook floors were used and the frames did not reach the keel but were securely fastened to the floors.

Dragger "Patsy"

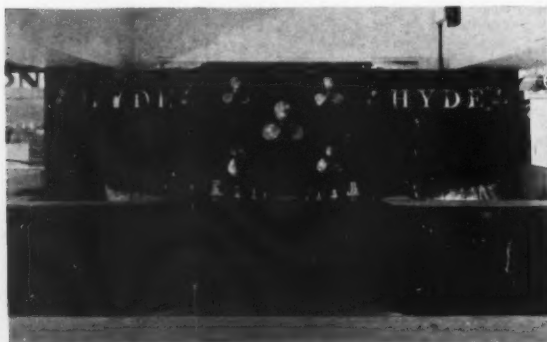
The dragger *Patsy*, hailing from Clinton, Conn., but operating out of Stonington the past two years, has been repowered with one of the new three-cylinder Gray Diesels.

Boats Rebuilt

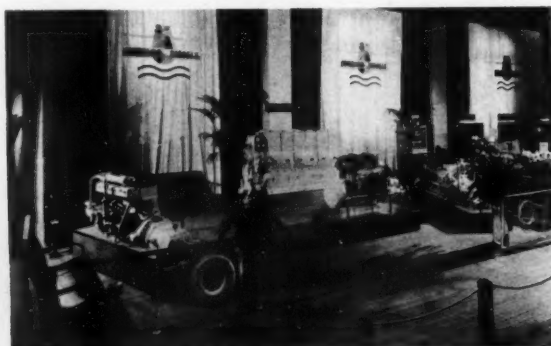
Three hurricane-wrecked boats in addition to the *White Cap* have been rebuilt, sold, or otherwise changed. Capt. Ed. Clark's familiar *Jennie* has changed hands and was recently rebuilt by Capt. Al. Szymanski. George Darrell's *Eureka* was sold to Capt. Fratus of the *Freda* was rebuilt by Capt. Earl Foster and Capt. Al. Szymanski. She was renamed *Hold-Tite*. Bill Tillinghast's old *Mary-Doris* has been rebuilt by her present owner.

Addition to Fleet

One handsome new addition to the local fleet is Capt. Walt Schroeder's *Irene & Walter*. She is a cutter rigged vessel of about 55 ft. in overall length with engine room aft.



Hyde booth at the Motor Boat Show held in New York City last month.



Superior Diesel engine exhibit at the Motor Boat Show held in New York City last month.

New Brunswick Fish Prices Hold Steady Through January

By C. A. Dixon

CONDITIONS in the sardine industry never looked more promising than they do at the present time. Thousands of fishermen in Southern New Brunswick and Maine are looking forward to continued prosperity in 1940. Last year was one of the best seasons ever enjoyed in the Atlantic coast sardine business, and it is felt by all engaged in the industry that prosperous times have come to stay for what is hoped to be an indefinite period.

In New Brunswick last season fishermen sold approximately \$600,000 worth of sardine herring at the weirs and from seines (the latter in the Winter months.) That was a lot of money, and the satisfactory part of the transactions thus involved was that the distribution of money was so general among fishermen everywhere along the New Brunswick coast from the most Southwesterly district to St. John County.

Weather and Lack of Bait Hold Up Fishing

Aside from a few men who are engaged in scallop fishing this Winter, and those engaged in the seining and driving of herring, not much money has been made either in Charlotte County, N. B., or eastern Washington County, Me. At the first of the Winter haddock fishermen did very well, but this branch of the local fishing industry had to be abandoned by many due to continuous blowy weather, and scarcity of bait for the prosecution of trawling.

Prices Good

Prices were satisfactory, and it is expected that this will be the case throughout 1940, as war demands for fish of all kinds are expected to increase as time goes on. It is said that large quantities of frozen cod, haddock, and other kinds of fish including halibut will be required for the British and French

markets, also canned fish products. While nobody will rejoice over the war situation, it cannot be denied that this situation has brought about conditions which promise increased prosperity for all those engaged in fish production and manufacture. It has been stressed, however, that strict attention should be given to the production of only quality products for the overseas trade. It has been pointed out that some day the war will come to an end, and that Canadians and others who ship fish abroad want to make sure that their newly acquired export trade in frozen fish and the canned product, once established on a large scale, will be retained after the conflict has become a matter of history.

Packers Stocking Up Smoke Houses

Reports from Grand Manan state that no assurance exists as to any upturn in the demand for smoked herring in the West Indies' market, but despite this outlook the New Brunswick packers are filling up their smoke houses with Winter-caught fish, although these will naturally be limited in quantity. An increase in consumption of boneless smoked herring is reported from the United States, especially as the Lenten season draws near. It is said that Maine boneless herring producers are pressing for quotas on imports from Grand Manan and even in the Canadian smoked herring realm it is conceded that perhaps this might be a good plan—one that could have a steadying effect on the market, with possible higher prices.

New Association Formed

Representing ten different fishing districts of North-eastern New Brunswick an association, with headquarters located at Loggieville, has been formed for the furthering of the co-operative marketing of smelts. The organization is known as the Miramichi Fish Producers Co-Operative Association. Other groups of producers in nearby districts, including Richibucto, Rexton and St. Louis, have also organized. A company at Richibucto handles the catch, and cold storage facilities are available there to take care of the pack when the weather is mild. It is reported that in the Shippigan region last season a single group of producers handled more than eighty tons of smelts.

ANOTHER F-M DIESEL GOES FISHING



BUILDERS of MODERN TUNA CLIPPER "MADEIRENSE" CHOOSE F-M DIESELS for MAIN and AUXILIARY POWER

When the "Madeirense" slipped into the waters of Fish Harbor at San Pedro on December 10, one of the trimmest tuna clippers afloat joined the Southern California fleet. She is as graceful as a pleasure craft—and her equipment represents the last word in modern tuna clipper construction.

The main engine of the "Madeirense" is a 600-h.p. Model 37 Fairbanks-Morse Diesel. Two F-M 6-cylinder Diesels direct connected to F-M 140-kw. generators constitute her generating sets, while auxiliary current is supplied by an F-M 4-cylinder Diesel direct connected to a 20-

kw. generator. Two F-M vertical pumps supply 3800 G.P.M. bait water.

First in importance when selecting a Diesel for marine service is WHO BUILT IT. Whether your requirements call for intermittent or heavy duty—for main or auxiliary power, Fairbanks-Morse has the right engine. The right size. The right type. The right price. So see Diesel headquarters first. Fairbanks, Morse & Co., Department 6, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.

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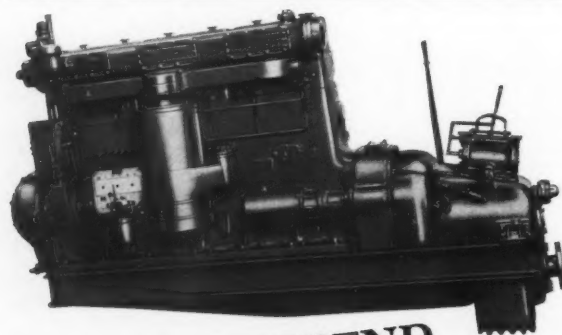
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Lunenburg Lobster Season Closed Until Spring

By H. R. Arenburg

THE Winter lobster fishing season in Lunenburg which has just closed has been a most unsatisfactory one for the shore fishermen of Lunenburg County. The fishermen have removed their traps in anticipation of the very inclement weather which exists on this coast during the month of February and will not resume fishing until March, when the Spring season opens. Due to the havoc caused the shore fishermen during last season's operations, the fishing season opened this year with a smaller amount of fishing gear being placed in the water than in previous years. Prices were poor throughout the season. The American markets opened with a price of fourteen cents per pound and, after the first week's fishing, dropped to the all time low record of ten cents per pound. At no time during the season did the price advance above twenty cents and this price was paid only after the cold weather had forced the lobsters off shore with the consequent result of smaller catches being landed. Storms in the first week of the fishing season accounted for an average loss of 15% on gear among the fishermen of Lunenburg County.

Ill Fortune Follows the "A. W. Chisholm"

With her flag flying at half mast, after battling raging Atlantic seas for the major part of her twenty-nine-day journey from Turks Island, the battered tern schooner *A. W. Chisholm*, in command of Capt. George Corkum, limped into the Port of Lunenburg, carrying a cargo of salt for the Lunenburg Outfitting Company, Limited.

Three days from port, the members of the crew were saddened by the sudden death of the mate, Angus Romkey, 63 years of age, a native of West Dublin, who died from a heart attack. He was given the traditional burial of the sea by his captain and the fellow members of the crew.

Misfortune dogged the staunch schooner throughout the entire trip. As the *Chisholm* battled the storm-swept Atlantic for ten consecutive days in the Gulf Stream, heavy seas struck the schooner, smashing dories and carrying away the major portion of the starboard railing. Three members of the crew were kept busy at the pumps and repairing damages inflicted by the raging storm as the schooner started to leak badly through the deck as the caulking was loosened.

Landings

Among the fish catches landed during January were the following:

Sch. *Marshall Frank*, Capt. Frank Risser, 80,000 pounds.
Sch. *Marguerite B. Tanner*, Capt. Wentzell, 100,000 pounds.
Sch. *Fairmorse*, Capt. Napean Crouse, 35,000 pounds.
Sch. *Jean and Shirley*, Capt. Newman Wharton, 30,000 pounds.



Brunot Island, Pa., tow boat, especially designed and built to tow ferry boats, is powered with an OSCO-Marined Mercury V8 Engine (Model 100Z) turning a 3 blade 26 x 32 heavy duty propeller. The "Brunot" is 31 ft. with a displacement of 60 tons.



At the New York Motor Boat Show last month before the television microphone and camera: Ted Giesel, (Old "Doc" Seuss) creator of fantastic creatures of the deep; Russ B. Bedford, Jr., head of the Esso Marine Shallow Draft Division, and Ira Hand, Show Manager. In the background are some members of the Standard Oil Co. of New Jersey's Bayway Refinery Band of 40 pieces.

Pettit Paint Co. Repeats Film at Chicago Show

DUE to the extraordinary interest that greeted their new color film "Painted Ships on a Painted Sea" at the New York Motor Boat Show, the Pettit Paint Company decided to repeat the picture at the Navy Pier, Chicago, Feb. 3rd to 11th. The film features "shots" of some of the Fall activities such as the hauling and storing of boats for the Winter in many familiar and well-known yards in various parts of the country.

The company also exhibited a series of wood panels which were treated with various types of Pettit anti-fouling paints prior to a nine month submersion in tropical waters.

The well-known Pettit Log Book & Guest Register was available again in a new and amplified form. It provides a more informative record, but requires no special technical training.

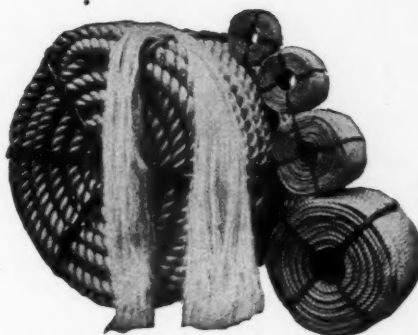
Various members of the Pettit organization were in attendance at the booth for the duration of the Show to welcome their mid-western friends and visitors.

Fish Recipes in Canco's Booklet

CANCO'S Testing Kitchen, known for the testing, creation and development of new uses for canned products, have just completed an attractive and practical budget recipe booklet for 1940, "Economical Canned Food Recipes". It is quite obvious that thrift has joined hands with gaiety in making this a truly delightful book as well as a "down-to-earth" one for those who want good, nourishing food at a most moderate outlay of money and effort.

Penny-pinching as such, is a sordid business, and balancing the budget and the diet takes on herculean proportions to one who has not learned the short cuts and the endless tricks. Here again, canned foods fit perfectly as is proven in the many flavorful and nourishing combinations in the new booklet. One section gives a profusion of vegetable dishes, another lists appetite-whetting fruit recipes, while still another outlines meat and fish recipes. The introduction fills a long felt need in listing the various canned foods which are classified as protective, protein, carbohydrate and fat—all essential for the optimum in health. Grading information and a chart of can sizes and capacities follow. Best of all, questions on nutrition, safety and use of canned foods, are fully answered.

In accordance with American Can Company's program of guiding leading groups, this recipe booklet will reach home economists, teachers, and home demonstration agents as usual, but was primarily prepared for city nutritionists and home economics teachers who specialize in planning diets for lower income groups.



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21 Fish Pier, Boston, Mass.

Messrs. F. W. Wilkison, Inc.
16 Fulton Fish Market, New York

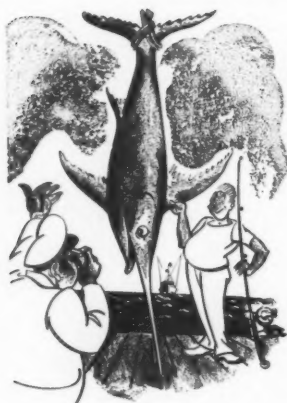
The John Chisholm Fisheries Company
35 Wharf Street, Gloucester, Mass.

The Mullins Fishing Gear, Pier 4
New Bedford, Mass.

The Westerbeke Fishing Gear Co., Inc.
279-281 Northern Avenue, Boston, Mass.

The Great Grimsby Coal, Salt & Tanning Co., Ltd.

Head Office and Works, Grimsby, England



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It's mighty comforting to know that your boat and every item of equipment is built with a margin of safety far beyond any possible requirement. That is one of the many reasons why you find so many Hyde Propellers on pleasure, work and naval vessels that travel far and wide when and wherever

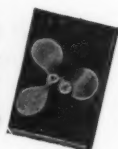
desire and service dictate. Hyde Bronze is tough, so tough in fact that it is impossible to break a Hyde Wheel with a blow however severe. Hyde Wheels are most efficient in design, perfectly balanced and withstand the corrosive action of salt water. Hyde Propellers offer you everything yet cost no more than wheels that stake their claims on but a single virtue.

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Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.



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New Model Caterpillar

ROUNDING out its line of Diesel Marine Engines, Caterpillar Tractor Co. of Peoria, Illinois, has announced the 25-horsepower Model D3400.

The new engine is especially well suited for lobster, scallop and oyster fishing boats, or for any of the general line of small, open type work boats. It has four cylinders, with a bore of 3 3/4" and a 5" stroke. Its maximum horsepower output is at 1500 r.p.m., and its rating is for continuous, sustained service.

The new engine brings the line of "Caterpillar" Diesel Marine engines up to six sizes, ranging from 25 to 135 horsepower. Like all other "Caterpillar" Models, the D3400 is offered with an auxiliary gasoline engine as standard starting equipment; but is also available with electric starting.

There is only one operating adjustment, the valves. Fuel injection equipment is entirely factory set, and requires no adjustment on the job. The injection valves are of the single orifice type, and the size of the opening eliminates the need for frequent cleaning.

The D3400 Marine engine is available with Twin Disc reverse and reduction gears with ratios of 1.62, 2.36, or 3.2 to 1.00; giving propeller speeds of 926, 635, and 469 r.p.m. respectively.

"Caterpillar" Head Interprets Annual Report to Employees by Radio

Thumbing through the company's 1939 annual report, B. C. Heacock, president of Caterpillar Tractor Co., sat in front of a microphone in a Peoria, Illinois, radio studio and informally explained the "why's and how much's" of the 24-page booklet to his company's 11,500 employees and their families.

The half-hour broadcast, (7:30-8:00 p.m., February 5) announced previously in the Peoria press, was carried by Station WMBD which covers the area of employment, Central Illinois. Studio executives said that in their belief it was the first program of its kind to be broadcast in the United States.

President Heacock apologized to the station's general audience as to the nature of the broadcast because it was of interest principally to employees and their families; however, he felt that the topic was of sufficient importance to discuss it with the workers in this manner—that because of their large numbers, he figured it was impossible to talk it over in any other way. Employees had just received mailed copies of the annual report at their homes that day, and could study it with him, at their radios.

Flexible Woven Wire Conveyor and Processing Belts

NEW 44 page Catalog No. 50-24 entitled "Audubon Metalwove Belts" shows numerous types of conveyor and processing belts which can be obtained in any ductile metal most resistant to various operating conditions, i. e., flame, high temperatures up to 2100° F., sub-zero temperatures, corrosion, contamination, abrasion, impact, etc. These belts have the longitudinal flexibility of leather, canvas or rubber; thus they can successfully run over small diameter pulleys and take acute reverse bends.

Various weaves, meshes and wire diameters are pictured which give numerous percentages of open area for the drainage of liquids or the circulation of air, gas or steam through these belts. Likewise, various types are shown which provide means for the safe handling of materials and for sorting, grading, sieving, classifying, etc.

Catalog contains 120 photographic illustrations of various belts, four engineering diagrams showing how to design and construct these conveyors for these belts, engineering and operating hints, specifications for belts and a questionnaire form listing the information desired by the manufacturer for making recommendations of the correct belt to solve individual problems. Address the Audubon Wire Cloth Corp., Richmond Street and Castor Ave., Philadelphia, for a copy of this catalog.

Naturalpak Process

NATURALPAK process and apparatus was developed to make possible the sterilization in an inexpensive paper package of all food products now packed in tin cans and glass jars.

The prepared foods are placed in an envelope bag of pliofilm. The bag is heat sealed and is then placed in what are known as cooking chambers. These cooking chambers are sealed water and vapor tight and are then placed in standard retorts as now used in canning plants, where they remain from twenty-five minutes to an hour and a half under high temperatures. After they are completely sterilized, they are pressure cooled and removed from the cooking chambers and placed in a printed folding box, tight wrapped in cellophane and then placed in shipping containers. If the packer or canner prefers, the products to be sterilized can be completely packaged in a printed folding box, tight wrapped in cellophane and then sterilized, pressure cooled and when they are removed from the cooking chambers they are ready for the shipping containers. This method eliminates rehandling. We recommend the reverse tuck type of carton as it is easy to open in the home.

The cost of this package complete is claimed to be about fifty per cent under that of tin cans. There is a saving in shipping container costs due to the reduced size. There is also a saving in shipping weights of about twenty per cent and a saving in space or area of about thirty per cent. Due to the shape of the Naturalpak containers which are either square or rectangular as may be desired, a greater amount of packages can be placed in a retort than round cans, which speeds up production.

The canner or packer has nothing to scrap in the way of equipment and very little inexpensive equipment to purchase in adopting Naturalpak. The additional equipment necessary is simple to handle and will last indefinitely. The only piece of machinery the canner will not use in Naturalpak is the closing machine which crimps on the can top.

When the Naturalpak reaches the home, all that is necessary to heat it, is to put the inner pliofilm bag in a pot of boiling water for five or ten minutes and it will be ready to serve without the loss of any of the natural flavors or vitamins. As many packages as the pot can hold of different food products can be heated at the same time without one tasting of the other. This is an economy in the home as only one burner is used.

All the different parts which go into the completed Naturalpak are standard and they can be handled in any standard automatic packaging machine. Naturalpak must not be misconstrued as a package invention. It is purely a process and apparatus for the preserving and sterilization of all food products. The process was developed and perfected by Duryea Bense, of Bense-Brice Corporation, Los Angeles, California.

Atlas Sales by Fleck

FLECK Engineering Company of Baltimore, Md., report the sale of one 600 H.P. Atlas Imperial Marine Diesel Engine, 6 cylinders, 15" bore x 19" stroke, to The Edwards Co., Inc., of Reedville, Va., for installation in their menhaden fishing boat *W. L. Messick* to replace the steam equipment.

Also the sale of one 160 H.P. Atlas Imperial Marine Diesel engine, 6 cylinders, 9" bore x 12" stroke, 325 R.P.M., to the W. E. Valliant & Co. of Cambridge, Md., for installation in their boat *Marydel*.

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J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Chesebro Bros. & Robbins, 4 Fulton Market.

John Dais Co., Fulton Market.

Eastern Commission Co., 19 Fulton Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkisson, Inc., 16 Fulton Market.

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20 hp. Universal Utility Four engine, with magneto. Used one Summer. Good as new. Box JW, Atlantic Fisherman, Goffstown, N. H.

Engines

One Bridgeport model 404 gasoline engine, 55 H.P., four cylinder, electric starter and generator; excellent condition, \$600. Scott J. McBurney, Mill and U. Aves., Brooklyn, N. Y.

Ford Conversion Equipment

New and used marine conversion equipment for Ford motors (Models A, B, V8 and Mercury V8). Send 10c to cover cost of mailing general Deluxe Catalogue and bargain list. Osco Motors Corporation, 3646A North Lawrence St., Phila., Penna.

Fairbanks-Morse Engine

One Fairbanks-Morse 70 hp. Starboard 6-cyl. 6 x 6 1/2 model 34B Marine Diesel engine equipped with Joe's reverse gear. Needs some repair but was in good running condition when replaced with Caterpillar Marine Diesel engine. Price \$1750. Eastern Tractor and Equipment Co., South Portland, Maine.

Marine Engine Bargains

We need floor space now occupied by these motors. No reasonable offer refused.

1-6 cyl. 95 hp. reduction gear Chris Craft motor, practically new, run about fifty hours; 1-6 cyl. reconditioned Elco medium duty 90-120 hp. motor; 1-6 cyl. 200 hp. reconditioned Hall Scott motor; 1-6 cyl. 180 hp. Speedway motor; 1-6 cyl. model GM6 Buda motor; 1-8 cyl. Vee type, 250 hp. Chris Craft motor. This motor has been thoroughly reconditioned and run on test stand for 48 hours; 1-6 cyl. 20 hu. Kermath motor. Franklin G. Post and Son, Inc., Mystic, Conn.

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50 hp. W7 Type, slightly used, in good condition. Bargain if sold immediately. E. H. Sayre, Water Mill, Long Island, N. Y.

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Two suits of sails from 98 ft. schooner yacht, also 26 ft. Sea Bright Skiff with a 40 hp. engine installed. Frank Upson, Sail Maker, New Haven, Conn.

Smack

Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric lighting plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

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